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Union Calendar No. 521

112th Congress, 2d Session – – – – – – – – – – – – House Report 112–718

(112–113)

SUMMARY ON THE ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE FOR THE 112TH CONGRESS

ONE HUNDRED TWELFTH CONGRESS

SECOND SESSION

JULY 9, 2012–DECEMBER 14, 2012

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

U.S. HOUSE OF REPRESENTATIVES

together with

MINORITY VIEWS

DECEMBER 21, 2012.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

29–006 WASHINGTON : 2012

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LETTER OF SUBMITTAL

HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
Washington, DC, December 21, 2012.

Hon. JOHN A. BOEHNER,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to Clause 1(d) of Rule XI of the Rules of the House of Representatives, I submit the final report on the activities of the Committee on Transportation and Infrastructure for the 112th Congress.

The purpose of this report is to provide Members of Congress, Congressional staff, and the general public with an overview of the activities of the Committee. This report is intended as a general reference tool and not as a substitute for Committee hearing records, reports, and files.

Sincerely,

JOHN L. MICA,
Chairman.

Enclosure.

Union Calendar No. 521

112TH CONGRESS, 2d Session } HOUSE OF REPRESENTATIVES { REPORT 112–718

SUMMARY ON THE ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE FOR THE 112TH CONGRESS

DECEMBER 21, 2012.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. MICA, from the Committee on Transportation and Infrastructure, submitted the following

R E P O R T

together with

MINORITY VIEWS

PROVISIONS OF THE RULES OF THE HOUSE OF REPRESENTATIVES APPLICABLE TO COMMITTEE ACTIVITIES; JURISDICTION OF THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

"RULE X

"ORGANIZATION OF COMMITTEES

"Committees and their legislative jurisdictions

"1. There shall be in the House the Following standing committees, each of which shall have the jurisdiction and related functions assigned by this clause and clauses 2, 3, and 4. All bills, resolutions, and other matters relating to subjects within the jurisdiction of the standing committees listed in this clause shall be referred to those committees, in accordance with clause 2 of rule XII, as follows:

"(r) Committee on Transportation and Infrastructure.

"(1) Coast Guard, including lifesaving service, lighthouses, lightships, ocean derelicts, and the Coast Guard Academy.

"(2) Federal management of emergencies and natural disasters.

"(3) Flood control and improvement of rivers and harbors.

"(4) Inland waterways.

"(5) Inspection of merchant marine vessels, lights and signals, lifesaving equipment, and fire protection on such vessels.

"(6) Navigation and laws relating thereto, including pilotage.

"(7) Registering and licensing of vessels and small boats.

"(8) Rules and international arrangements to prevent collisions at sea.

"(9) The Capitol Building and the Senate and House Office Buildings.

"(10) Construction or maintenance of roads and post roads (other than appropriations therefor).

"(11) Construction or reconstruction, maintenance, and care of buildings and grounds of the Botanic Garden, the Library of Congress, and the Smithsonian Institution.

"(12) Merchant marine (except for national security aspects thereof).

"(13) Purchase of sites and construction of post offices, customhouses, Federal courthouses, and Government buildings within the District of Columbia.

"(14) Oil and other pollution of navigable waters, including inland, coastal, and ocean waters.

"(15) Marine affairs, including coastal zone management, as they relate to oil and other pollution of navigable waters.

"(16) Public buildings and occupied or improved grounds of the United States generally.

"(17) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).

"(18) Related transportation regulatory agencies (except the Transportation Security Administration).

"(19) Roads and the safety thereof.

"(20) Transportation, including civil aviation, railroads, water transportation, transportation safety (except automobile safety and transportation security functions of the Department of Homeland Security), transportation infrastructure, transportation labor, and railroad retirement and unemployment (except revenue measures related thereto).

"(21) Water power.

FOREWORD

The Committee on Transportation and Infrastructure has jurisdiction over the Nation's critical infrastructure, which impacts the daily lives of every American in many ways. For example, there are more than four million miles of public roads in the United States, 19,700 civil airports, and over 138,000 miles of freight rail in the United States. Amtrak maintains over $17 billion dollars worth of infrastructure assets, and 726 public transit agencies receive Federal assistance. The General Services Administration owns or leases 9,600 assets and maintains an inventory of more than 362 million square feet of space. There are approximately 1,700 miles of levees, 650 dams and 383 major lakes and reservoirs, 12,000 miles of commercial inland channels, and 75 hydropower generating facilities owned by the Federal Government. The United States also operates and maintains waterways leading to 926 coastal, Great Lakes, and inland harbors and 241 individual lock chambers at 195 sites nationwide.

With such an array of Federal agencies and programs receiving billions of dollars each year, the potential for waste and mismanagement of resources is considerable. The Committee continually has sought responsible reforms and increased transparency of the programs and agencies in its jurisdiction in order to be proper stewards of the taxpayers' money.

At the beginning of the 112th Congress, the Nation was struggling with high rates of unemployment and home foreclosures, out-of-control government spending, and a hostile regulatory environment for businesses and job-creators. As the Federal Government continued to amass trillion-dollar deficits, the American people faced tremendous uncertainty about the future.

The country's infrastructure also faced uncertain times and in order to provide the basis for a stronger, more vibrant economy, Congress needed to renew and reform many important Federal programs for improving transportation in the United States.

As the new Congress began, the Committee on Transportation and Infrastructure met the difficult challenges before it with renewed energy, recognizing the necessity for measures to create jobs, cut red tape in Federal programs, reduce the size of a too-intrusive government, and wisely invest the taxpayers' hard-earned money. Guided by these objectives, the Committee strived to help provide for the safe transportation of people and the unimpeded flow of commerce across the country.

In moving these goals forward, the Committee focused on all aspects of its jurisdiction, which includes all modes of transportation: aviation, maritime and waterborne transportation, roads, bridges, mass transit, and railroads. The Committee also has jurisdiction over other aspects of our national infrastructure, such as clean water and waste water management, the transport of resources by

pipeline, the management of federally owned real estate, flood damage reduction, the development of economically depressed rural and urban areas, and disaster preparedness, response, recovery, and mitigation. The Committee's broad oversight portfolio includes many Federal agencies, including those within the Department of Transportation, as well as the Environmental Protection Agency, the Federal Emergency Management Agency, the General Services Administration, Amtrak, the Army Corps of Engineers, the U.S. Coast Guard, and others.

As part of its legislative and oversight agenda, the Committee held 13 markups, one organizational meeting, 114 hearings, 10 listening sessions, 11 roundtables, and one symposium. In addition, the Committee reported 19 bills, issued five investigative reports on the Transportation Security Administration and Amtrak, and approved the Committee Oversight Plan and the Budget Views and Estimates. A total of 55 bills under the Committee's jurisdiction have passed the House; 30 of these bills have been signed into law by the President.

The passage of multiple major transportation measures into law has made the 112th Congress one of the most productive for the Transportation and Infrastructure Committee in decades.

Major Committee legislative initiatives that became law in the last 24 months include:

The *Moving Ahead for Progress in the 21st Century Act (P.L. 112–141)* was signed into law July 6, 2012, the result of the dedicated efforts of this Committee and the Conference Committee. The Act, also known as MAP–21, reauthorizes Federal highway, transit and highway safety programs through the end of fiscal year 2014. It includes significant reforms to cut Federal red tape and bureaucracy, consolidate and eliminate duplicative programs or programs which are not in the Federal interest, and ensure that states have more flexibility to focus funding on their most critical needs. The Act contains no earmarks and does not add to the deficit. The measure provides $105 billion over two years (2013 and 2014) for Federal highway, transit, and highway safety programs.

The *FAA Modernization and Reform Act of 2012 (P.L. 112–95)* was signed into law February 14, 2012, successfully concluding a five-year effort to reauthorize Federal aviation programs. This Act facilitates job creation by providing long-term stability for the aviation industry. It provides responsible funding for FAA safety programs, air traffic control modernization, and operations, holding spending at fiscal year 2011 levels through 2015. It provides for unprecedented reform of the National Mediation Board; limits efforts to over-regulate the aviation industry; and reforms the Essential Air Service program by eliminating the most egregious subsidies and prohibiting new entrants to the program.

The *Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (P.L. 112–90)* reauthorized Federal pipeline safety programs through FY 2015. It provides for enhanced safety and reliability in pipeline transportation and ensures regulatory certainty, which will help create a positive environment for job development. The legislation was enacted into law on January 3, 2012.

The *European Union Emissions Trading Scheme Prohibition Act of 2011 (P.L. 112–200)* protects the sovereignty of the United

States, without infringing upon other nations' right to impose taxes within their own borders. Signed by the President on November 27, 2012, the law prohibits the United States' participation in a unilaterally imposed European Union scheme to tax emissions of American aircraft operators and air carriers, as well as those of other nations, outside of EU airspace.

On December ____, 2012, the *Coast Guard and Maritime Transportation Act of 2012 (P.L. 112–____)* became law, instituting common sense reforms and upholding the United States Coast Guard's ability to carry out its important and diverse missions. This two-year authorization includes provisions that will give service members and dependents of the Coast Guard—the Nation's first line of defense for maritime safety and security—greater parity with their counterparts in the other armed services. The measure reforms and improves Coast Guard administration and eliminates obsolete authorities, and encourages job growth in the maritime sector by reducing regulatory burdens on small businesses, fishermen and port workers.

The *John F. Kennedy Center Reauthorization Act of 2012 (P.L. 112–131),* signed into law June 8, 2012, is a fiscally responsible authorization of the capital repair and maintenance program of the Kennedy Center and allows for the raising of private funds to construct a new annex for this national treasure.

These laws held the line on federal spending and contain provisions that will reduce waste and prevent government-imposed burdens and red tape on American businesses. Along with thorough oversight activities to uncover waste in the General Services Administration's management of Federal property, improve intercity passenger rail service under Amtrak, and ensure a more reasoned regulatory approach by the Environmental Protection Agency and other agencies, these legislative initiatives will help in putting our Nation's infrastructure on a path to a state of good repair, put our Nation on better economic footing, and ensure that much-needed job creation is not stifled or curtailed.

The Committee could not have achieved these accomplishments without the bipartisan leadership and dedication of each of the Members of the Committee, particularly Ranking Member Nick J. Rahall II, and the Chairs and Ranking Members of each of the Subcommittees. The Subcommittee Chairs have diligently laid the foundation for the Committee's accomplishments by conducting hearings and guiding bills and resolutions through each of their respective Subcommittees.

With great pride in our Committee's work, I hereby submit the fourth semiannual report on the Legislative and Oversight Activities of the Committee on Transportation and Infrastructure for the 112th Congress. This summary highlights accomplishments that will create jobs, save money for the taxpayers, and shrink the size of the Federal Government, all while improving the safety, security, and efficiency of the country's transportation systems and infrastructure in the coming years.

JOHN L. MICA, *Chairman,*
Committee on Transportation and Infrastructure.

BILLS ENACTED INTO LAW

Public Law No.	Date Enacted	Bill No.	Title
P.L. 112–2	February 17, 2011	S. 188	A bill to designate the United States courthouse under construction at 98 West First Street, Yuma, Arizona, as the ''John M. Roll United States Courthouse''.
P.L. 112–5	March 4, 2011	H.R. 662	To provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs.
P.L. 112–7	March 31, 2011	H.R. 1079	To amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend the airport improvement program, and for other purposes.
P.L. 112–11	April 25, 2011	S. 307	A bill to designate the Federal building and United States courthouse located at 217 West King Street, Martinsburg, West Virginia, as the ''W. Craig Broadwater Federal Building and United States Courthouse''.
P.L. 112–16	May 31, 2011	H.R. 1893	To amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend the airport improvement program, and for other purposes.
P.L. 112–21	June 29, 2011	H.R. 2279	To amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend the airport improvement program, and for other purposes.
P.L. 112–27	August 5, 2011	H.R. 2553	To amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend the airport improvement program, and for other purposes.
P.L. 112–30	September 16, 2011	H.R. 2887	To provide an extension of surface and air transportation programs, and for other purposes.
P.L. 112–31	September 23, 2011	S. 846	A bill to designate the United States courthouse located at 80 Lafayette Street in Jefferson City, Missouri, as the ''Christopher S. Bond United States Courthouse''.
P.L. 112–61	November 29, 2011	H.R. 3321	To facilitate the hosting in the United States of the 34th America's Cup by authorizing certain eligible vessels to participate in activities related to the competition, and for other purposes.

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date Enacted	Bill No.	Title
P.L. 112–78	December 23, 2011	H.R. 3765	To extend the payroll tax holiday, unemployment compensation, Medicare physician payment, provide for the consideration of the Keystone XL pipeline, and for other purposes.
P.L. 112–85	January 3, 2012	H.R. 1264	To designate the property between the United States Federal Courthouse and the Ed Jones Building located at 109 South Highland Avenue in Jackson, Tennessee, as the ''M.D. Anderson Plaza'' and to authorize the placement of a historical/identification marker on the grounds recognizing the achievements and philanthropy of M.D. Anderson.
P.L. 112–90	January 3, 2012	H.R. 2845	To amend title 49, United States Code, to provide for enhanced safety and environmental protection in pipeline transportation, to provide for enhanced reliability in the transportation of the Nation's energy products by pipeline, and for other purposes.
P.L. 112–91	January 31, 2012	H.R. 3800	To amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend authorizations for the airport improvement program, and for other purposes.
P.L. 112–95	February 14, 2012	H.R. 658	To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2011 through 2014, to streamline programs, create efficiencies, reduce waste, and improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes.
P.L. 112–96	February 22, 2012	H.R. 3630	To provide incentives for the creation of jobs, and for other purposes.
P.L. 112–100	March 14, 2012	S. 2234	To authorize the St. Croix River Crossing Project with appropriate mitigation measures to promote river values.
P.L. 112–101	March 14, 2012	S. 1710	A bill to designate the United States courthouse located at 222 West 7th Avenue, Anchorage, Alaska, as the ''James M. Fitzgerald United States Courthouse''.
P.L. 112–102	March 30, 2012	H.R. 4281	To provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs.

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date Enacted	Bill No.	Title
P.L. 112–113	May 15, 2012	H.R. 2668	To designate the station of the United States Border Patrol located at 2136 South Naco Highway in Bisbee, Arizona, as the ''Brian A. Terry Border Patrol Station''.
P.L. 112–119	May 15, 2012	S. 1302	A bill to authorize the Administrator of General Services to convey a parcel of real property in Tracy, California, to the City of Tracy.
P.L. 112–131	June 8, 2012	H.R. 4097	To amend the John F. Kennedy Center Act to authorize appropriations for the John F. Kennedy Center for the Performing Arts, and for other purposes.
P.L. 112–140	June 29, 2012	H.R. 6064	To provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs.
P.L. 112–141	July 6, 2012	H.R. 4348	To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.
P.L. 112–153	August 3, 2012	S. 1335	To amend title 49, United States Code, to provide rights for pilots, and for other purposes.
P.L. 112–180	October 5, 2012	H.R. 1791	To designate the United States courthouse under construction at 101 South United States Route 1 in Fort Pierce, Florida, as the ''Alto Lee Adams, Sr., United States Courthouse''.
P.L. 112–184	October 5, 2012	H.R. 3556	To designate the new United States courthouse in Buffalo, New York, as the ''Robert H. Jackson United States Courthouse''.
P.L. 112–187	October 5, 2012	H.R. 4347	To designate the United States courthouse located at 709 West 9th Street in Juneau, Alaska, as the ''Robert Boochever United States Courthouse''.
P.L. 112–196	October 19, 2012	S. 3624	To amend section 31311 of title 49, United States Code, to permit States to issue commercial driver's licenses to members of the Armed Forces whose duty station is located in the State.
P.L. 112–200	November 27, 2012	S. 1956	To prohibit operators of civil aircraft of the United States from participating in the European Union's emissions trading scheme, and for other purposes.
P.L. 112–	December 20, 2012	H.R. 2838	To authorize appropriations for the Coast Guard for fiscal years 2013 through 2014, and for other purposes.
P.L. 112–		S. 3311	A bill to designate the United States courthouse located at 2601 2nd Avenue North, Billings, Montana, as the ''James F. Battin United States Courthouse''.

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date Enacted	Bill No.	Title
P.L. 112–		S. 3687	To amend the Federal Water Pollution Control Act to reauthorize the Lake Pontchartrain Basin Restoration Program, to designate certain Federal buildings, and for other purposes.
P.L. 112–		H.R. 4310	To authorize appropriations for fiscal year 2013 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

CONCURRENT RESOLUTIONS APPROVED BY BOTH CHAMBERS

Resolution No.	Title	House Passage	Senate Passage
H. Con. Res. 16	Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.	May 11, 2011	May 12, 2011.
H. Con. Res. 46	Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service.	May 11, 2011	May 12, 2011.
H. Con. Res. 67	Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run.	September 7, 2011	September 8, 2011.
H. Con. Res. 93	Providing for a correction to the enrollment of the bill H.R. 2845.	December 14, 2011	December 15, 2011.
H. Con. Res. 106	Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.	May 7, 2012	May 9, 2012.
H. Con. Res. 117	Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service.	May 7, 2012	May 9, 2012.
H. Con. Res. 118	Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run.	May 7, 2012	May 9, 2012.

BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED ON BY THE SENATE

Bill No.	Title	Date of House Passage
H.R. 872	To amend the Federal Insecticide, Fungicide, and Rodenticide Act and the Federal Water Pollution Control Act to clarify Congressional intent regarding the regulation of the use of pesticides in or near navigable waters, and for other purposes.	March 31, 2011.
H.R. 897	To provide authority and sanction for the granting and issuance of programs for residential and commuter toll, user fee and fare discounts by States, municipalities, other localities, and all related agencies and departments, and for other purposes.	August 1, 2012.
H.R. 1171	To reauthorize and amend the Marine Debris Research, Prevention, and Reduction Act.	August 1, 2012.
H.R. 1734	To decrease the deficit by realigning, consolidating, selling, disposing, and improving the efficiency of Federal buildings and other civilian real property, and for other purposes.	February 7, 2012.
H.R. 1938	To direct the President to expedite the consideration and approval of the construction and operation of the Keystone XL oil pipeline, and for other purposes.	July 26, 2011.

BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED ON BY THE SENATE—Continued

Bill No.	Title	Date of House Passage
H.R. 2018	To amend the Federal Water Pollution Control Act to preserve the authority of each State to make determinations relating to the State's water quality standards, and for other purposes.	July 13, 2011.
H.R. 2105	To provide for the application of measures to foreign persons who transfer to Iran, North Korea, and Syria certain goods, services, or technology, and for other purposes.	December 14, 2012.
H.R. 2594	To prohibit operators of civil aircraft of the United States from participating in the European Union's emissions trading scheme, and for other purposes.	October 24, 2011.
H.R. 2903	To reauthorize the programs and activities of the Federal Emergency Management Agency.	September 19, 2012.
H.R. 3158	To direct the Administrator of the Environmental Protection Agency to change the Spill Prevention, Control, and Countermeasure rule with respect to certain farms.	August 1, 2012.
H.R. 3742	To designate the United States courthouse located at 100 North Church Street in Las Cruces, New Mexico, as the ''Edwin L. Mechem United States Courthouse''.	July 23, 2012.
H.R. 5797	To exempt the owners and operators of vessels operating on Mille Lacs Lake, Minnesota, from certain Federal requirements.	August 1, 2012.
H.R. 6166	To designate the United States courthouse located at 333 West Broadway Street in San Diego, California, as the ''James M. Carter and Judith N. Keep United States Courthouse''.	December 19, 2012.
H.R. 6633	To designate the United States courthouse located at 101 East Pecan Street in Sherman, Texas, as the ''Paul Brown United States Courthouse''.	December 19, 2012.

COMMITTEE ORGANIZATIONAL MEETINGS AND MARKUPS

Date of Organizational Meeting or Markup	Full or Subcommittee	Agenda	Outcome
January 26, 2011	Full Committee	Organizational Meeting	
February 16, 2011.	Full Committee	The Committee considered the following measures:	
		Committee resolution to reduce facility costs by consolidating National Gallery of Art and Federal Trade Commission operations in the District of Columbia	Approved by voice vote.
		H.R. 690, Federal Trade Commission and National Gallery of Art Facility Consolidation, Savings and Efficiency Act of 2011	Ordered reported as amended by voice vote.
		• Norton amendment to H.R. 690	
		• Denham amendment to H.R. 690	
		H.R. 362, to re-designate the Federal building and United States Courthouse located at 200 East Wall Street in Midland, Texas, as the ''George H. W. Bush and George W. Bush United States Courthouse and George Mahon Federal Building''	Ordered reported by voice vote.
		H.R. 658, the FAA Reauthorization and Reform Act of 2011	Ordered reported as amended by recorded vote 34–25.
		• Mica manager's amendment	
		• Costello amendment	
		• Shuster amendment	
		• Hirono amendment (OSHA)	
		• Hirono amendment (flight attendant fatigue)	
		• Michaud amendment	
		• Lipinski amendment	
		H.R. 662, the Surface Transportation Extension Act of 2011	Ordered reported by voice vote.

COMMITTEE ORGANIZATIONAL MEETINGS AND MARKUPS—Continued

Date of Organizational Meeting or Markup	Full or Subcommittee	Agenda	Outcome
March 16, 2011	Full Committee	The Committee considered the following measures:	
		Fiscal Year 2012 Budget Views and Estimates of the Committee on Transportation and Infrastructure	Approved by voice vote.
		S. 307, A bill to designate the Federal building and United States Courthouse located at 217 West King Street, Martinsburg, West Virginia, as the ''W. Craig Broadwater Federal Building and United States Courthouse''	Ordered reported by voice vote.
		H.R. 872, Reducing Regulatory Burdens Act of 2011	Ordered reported by voice vote.
		• Schmidt manager's amendment	
		• Bishop amendment, offered and withdrawn	
		H.R. 1079, Airport and Airway Extension Act of 2011	Ordered reported by voice vote.
May 25, 2011	Subcommittee on Economic Development, Public Buildings, and Emergency Management.	The Subcommittee considered the following measures:	
		H.R. 1734, The Civilian Property Realignment Act, a bill to establish a framework through which a BRAC-like commission would independently review Federal properties and make recommendations for consolidations, co-locations, redevelopment, selling or other actions to minimize costs	Approved for Full Committee action.
		• Rep. Denham amendment in the nature of a substitute	
June 22, 2011	Full Committee	The Committee considered the following measures:	
		H.R. 1073, To designate the United States courthouse to be constructed in Jackson, Mississippi, as the ''R. Jess Brown United States Courthouse''	Ordered reported by voice vote.
		H.R. 1264, To designate the property between the United States Federal Courthouse and the Ed Jones Building located at 109 South Highland Avenue in Jackson, Tennessee, as the ''M.D. Anderson Plaza'' and to authorize the placement of a historical/identification marker on the grounds recognizing the achievements and philanthropy of M.D. Anderson	Ordered reported by voice vote.
		H.R. 1791, To designate the United States courthouse under construction at 101 South United States Route 1 in Fort Pierce, Florida, as the ''Alto Lee Adams, Sr., United States Courthouse''	Ordered reported by voice vote.
		H.R. 2018, The Clean Water Cooperative Federalism Act of 2011	Ordered to be Reported (Amended) by the Yeas and Nays: 35–19.
		Summary of Legislative and Oversight Activities Committee Report	
September 8, 2011.	Full Committee	The Committee considered the following measures:	
		H.R. 2594, To prohibit operators of civil aircraft of the United States from participating in the European Union's emissions trading scheme, and for other purposes	Ordered reported by voice vote.

COMMITTEE ORGANIZATIONAL MEETINGS AND MARKUPS—Continued

Date of Organizational Meeting or Markup	Full or Subcommittee	Agenda	Outcome
		H.R. 2838, To authorize appropriations for the Coast Guard for fiscal years 2012 through 2015, and for other purposes	Ordered reported as amended by voice vote.
		H.R. 2839, To suppress the threat of piracy on the high seas, and for other purposes	Ordered reported by voice vote.
		H.R. 2844, To authorize the Administrator of General Services to convey a parcel of real property in the District of Columbia to provide for the establishment of a National Women's History Museum and direct the Administrator of General Services to transfer administrative jurisdiction, custody, and control of the building located at 600 Pennsylvania Avenue, NW., in the District of Columbia, to the National Gallery of Art, and for other purposes	Ordered reported by voice vote.
		H.R. 2845, To amend title 49, United States Code, to provide for enhanced safety and environmental protection in pipeline transportation, to provide for enhanced reliability in the transportation of the Nation's energy products by pipeline, and for other purposes	Ordered reported as amended by voice vote.
		General Services Administration Capital Investment and Leasing Program Resolutions	Approved by voice vote.
October 13, 2011	Full Committee	The Committee considered the following measures:	
		H.R. 1734, To decrease the deficit by realigning, consolidating, selling, disposing, and improving the efficiency of Federal buildings and other civilian real property, and for other purposes	Ordered reported as amended by voice vote.
		H.R. 2840, To amend the Federal Water Pollution Control Act to regulate discharges from commercial vessels, and for other purposes	Ordered reported by voice vote.
		H.R. 2919, To eliminate the reimbursement requirement for certain tornado shelters constructed with Federal assistance, and for other purposes	Ordered reported as amended by voice vote.
		H.R. 2668, To designate the station of the United States Border Patrol located at 2136 South Naco Highway in Bisbee, Arizona, as the ''Brian A. Terry Border Patrol Station''	Ordered reported by voice vote
February 2, 2012	Full Committee	The Committee considered the following measures:	
		H.R. 7, The ''American Energy and Infrastructure Jobs Act''	Ordered to be Reported (Amended) by the Yeas and Nays: 29–24.
March 1, 2012 ...	Subcommittee on Economic Development, Public Buildings, and Emergency Management.	The Subcommittee considered the following measures:	
		H.R. 2903, the FEMA Reauthorization Act of 2011, approved by voice vote • Amendment in the Nature of a Substitute to H.R. 2903, approved by voice vote • Barletta Amendment to the Amendment in the Nature of a Substitute, approved by voice vote • Carnahan Amendment to the Amendment in the Nature of a Substitute, offered and withdrawn	Approved for Full Committee action.

COMMITTEE ORGANIZATIONAL MEETINGS AND MARKUPS—Continued

Date of Organizational Meeting or Markup	Full or Subcommittee	Agenda	Outcome
		H.R. 3182, a bill to designate the courthouse in Anchorage as the ''James M. Fitzgerald United States Courthouse,'' approved by voice vote	Approved for Full Committee action.
		H.R. 3556, a bill to designate the courthouse in Buffalo as the ''Robert H. Jackson United States Courthouse,'' approved by voice vote	Approved for Full Committee action.
		H.R. 4097, the John F. Kennedy Center Reauthorization Act of 2012, approved by voice vote	Approved for Full Committee action.
March 8, 2012 ...	Full Committee	The Committee considered the following measures:	
		Fiscal Year 2013 Budget Views and Estimates of the Committee on Transportation and Infrastructure, approved by voice vote	Approved by voice vote.
		H.R. 2903, the FEMA Reauthorization Act of 2011 (Committee Print incorporating amendments from Subcommittee markup), approved by voice vote	Ordered reported as amended by voice vote.
		• Hanna Amendment #26, approved by voice vote	
		• Rahall Amendment #37, approved by voice vote	
		• Carnahan Amendment #74, approved by voice vote	
		• Richardson Amendment #104, approved by voice vote	
		• Crawford Amendment #19, offered and withdrawn	
		H.R. 4097, the John F. Kennedy Center Reauthorization Act of 2012, approved by voice vote	Ordered reported by voice vote.
		H.R. 3556, a bill to designate the courthouse in Buffalo as the ''Robert H. Jackson United States Courthouse,'' approved by voice vote	Ordered reported by voice vote.
		GSA Resolutions, approved en bloc by voice vote	Approved by voice vote.
June 7, 2012	Full Committee	The Committee considered the following measures:	
		H.R. 4965, to preserve existing rights and responsibilities with respect to waters of the United States, and for other purposes	Ordered Reported (Amended) by the Yeas and Nays 33–18.
		• Gibbs Amendment, approved by voice vote	
		• Norton Amendment, offered, non-germane	
		H.R. 5887, the Coast Guard and Maritime Transportation Authorization Act of 2012	Ordered reported (Amended) by voice vote.
		• Young Amendment, Landry Amendment 1 and Landry Amendment 2, approved en bloc	
		• Harris Amendment, approved by voice vote	
		• Cravaack Amendment, withdrawn	
		H.R. 1171, Marine Debris Act Reauthorization Amendments of 2011	Ordered reported (Amended) by voice vote.
		• LoBiondo amendment in the nature of a substitute, approved by voice vote	
		• Larsen Amendment, not approved by voice vote	
		H.R. 3742, to designate the United States courthouse located at 100 North Church Street in Las Cruces, New Mexico, as the ''Edwin L. Mechem United States Courthouse''	Ordered reported by voice vote.
		H.R. 4347, to designate the United States courthouse located at 709 9th Street in Juneau, Alaska, as the ''Robert Boochever United States Courthouse''	Ordered reported by voice vote.
		Summary of Legislative and Oversight Activities Committee Report	Ordered reported by voice vote.

COMMITTEE ORGANIZATIONAL MEETINGS AND MARKUPS—Continued

Date of Organizational Meeting or Markup	Full or Subcommittee	Agenda	Outcome
July 26, 2012	Full Committee	The Committee considered the following measures:	
		General Services Administration Capital Investment and Leasing Program Resolutions, thirteen resolutions	Approved by voice vote.
		H.R. 5797, Mille Lacs Lake Freedom to Fish Act of 2012	Ordered reported (Amended) by voice vote.
		• Cravaack Amendment, approved by voice vote	
		H.R. 3158, Farmers Undertake Environmental Land Stewardship Act	Ordered reported by voice vote.
August 1, 2012 ..	Full Committee	The Committee considered the following measures:	
		H.R. 2541, Silviculture Regulatory Consistency Act, approved by voice vote	Ordered reported by voice vote.
		• Larsen Amendment	
		H.R. 4278, Preserving Rural Resources Act of 2012	Ordered reported (Amended) by recorded vote 30–19.
		• Edwards Amendment, defeated by recorded vote (Roll call vote)	
		• Bishop Amendment, defeated by recorded vote (Roll call vote)	
		• Napolitano Amendment, defeated by voice vote	
		H.R. 5806, Outreach to People with Disabilities During Emergencies Act	Ordered reported by voice vote.
		• Richardson Amendment	
		H.R. 5961, Farmer's Privacy Act of 2012	Ordered reported by voice vote.
		• Capito Amendment	
		• Landry Amendment	
September 20, 2012.	Subcommittee on Economic Development, Public Buildings, and Emergency Management.	The Subcommittee considered the following measures:	
		H.R. 6430, the Public Buildings Reform Act of 2012	Approved for Full Committee action by voice vote.
		• Denham amendment	
		• Carnahan amendment 103	
		• Carnahan amendment 104	

SUMMARY OF ACTIVITIES

Full Committee

HEARINGS

Title: Developing True High-Speed Rail in the Northeast Corridor—Stop Sitting on our Federal Assets: Grand Central Station, Northeast Balcony, New York, New York

Date: January 27, 2011

Purpose: Received testimony regarding the potential development of high-speed rail in the Northeast Corridor (NEC), highlighting the importance of economic development, opportunities and incentives for private sector investment, and the need for competition and public-private partnerships.

Summary: The Committee heard testimony from the City of New York Mayor Michael Bloomberg, former Governor of Pennsylvania Ed Rendell, the New York regional transportation planning organization, a national high-speed rail advocacy organization, an infrastructure investment company, and a representative of rail labor. Discussions centered on the need to develop improved and increased intercity passenger rail services in the NEC, including real high-speed rail, and why the NEC is the premier corridor in the United States for development of high-speed rail.

The NEC serves the most densely populated region in the United States, connecting the major cities of Washington, District of Columbia, Philadelphia, New York City and Boston. As one of the most valuable transportation assets in the United States, providing the only continuous physical link, along with I–95, between the largest population centers, the NEC is mostly owned and controlled by Amtrak, the government-subsidized intercity passenger rail provider. Of the 437 total miles of the NEC, Amtrak owns and operates on 363 miles, with states controlling the remaining track. The Northeast region's population density, economic productivity, transit connectivity, and crippling congestion on the roads and in the air make the NEC the best opportunity for real high-speed rail in the United States.

However, despite recent capital improvement projects by Amtrak and the Federal Railroad Administration (FRA), the NEC still fails to meet international standards for high-speed rail, with the Acela (Amtrak's high-speed service) averaging only 83 miles per hour between the District of Columbia and New York and 65 miles per hour from New York to Boston. Internationally, high-speed trains can average 150 miles per hour and many nations are upgrading their trains to reach top speeds of 220 miles per hour.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Beckley, West Virginia, Field Hearing

Date: February 14, 2011

Purpose: Received testimony on the local transportation challenges facing the State of West Virginia, and the local area surrounding Beckley. Pursuant to the belief that the best ideas come outside of Washington, and that state and local governments know their needs best, the Committee held multiple field hearings and listening sessions across the country in order to gather specific policy proposals for reauthorization of the Federal surface transportation programs.

Summary: This field hearing was part of the Committee's effort to gather ideas and policy proposals to prepare for the reauthorization of the Federal surface transportation programs under SAFETEA–LU, which expired on September 30, 2009, but was extended through September 30, 2011. The Committee received testimony from the West Virginia secretary of transportation, an executive director of a contractors association, an executive director of an expressway authority, an executive director of a highway authority, an executive director of a county redevelopment authority, and a program director of a transportation institute. The witnesses discussed specific suggestions and policy proposals to improve and reform the Nation's surface transportation programs.

The Department of Transportation (DOT) currently administers over 100 highway, transit, and highway safety programs, many of which serve duplicative purposes or are no longer needed. The hearing focused on ways to consolidate or eliminate these duplicative or unnecessary programs and study performance management approaches that increase the accountability and transparency of Federal surface transportation funds, as well as creative financing solutions and private sector investment into transportation projects.

With the Highway Trust Fund (HTF) expected to run out of money in 2013, innovative financing tools and private sector investment in financing surface transportation projects were methods the Committee discussed with the witnesses and will explore to help the Federal government and states find ways to do more with less and better leverage existing revenue sources. The hearing also focused on potential reforms to the project delivery process and explored what improvements could be made to existing rules and regulations governing project delivery in order to expedite the delivery process for all projects and reduce the cost of transportation projects.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Columbus, Ohio, Field Hearing

Date: February 19, 2011

Purpose: Received testimony on the local transportation challenges facing the State of Ohio, and the local area surrounding Columbus. Pursuant to the belief that the best ideas come outside of Washington, and that state and local governments know their needs best, the Committee held multiple field hearings and listening sessions across the country in order to gather specific policy proposals for reauthorization of the Federal surface transportation programs.

Summary: This field hearing was part of the Committee's effort to gather ideas and policy proposals to prepare for the reauthorization of the Federal surface transportation programs under

SAFETEA–LU, which expired on September 30, 2009, but was extended through September 30, 2011. The Committee received testimony from the State Director of the Ohio Department of Transportation, a president of a local construction company, a local county engineer, a local mayor, a chairman of a railcar company, and several other witnesses representing different interests within the transportation community. The witnesses discussed specific suggestions and policy proposals to improve and reform the Nation's surface transportation programs.

With the Highway Trust Fund (HTF) expected to run out of money in 2013, innovative financing tools and private sector investment in financing surface transportation projects were methods the Committee discussed with the witnesses and will explore to help the Federal government and states find ways to do more with less and better leverage existing revenue sources. The hearing also focused on potential reforms to the project delivery process and explored what improvements could be made to existing rules and regulations governing project delivery in order to expedite the delivery process for all projects and reduce the cost of transportation projects.

Title: Improving and Reforming Our Nation's Surface Transportation Programs to Support Job Creation and the Economy

Date: February 23, 2011

Committee: A joint hearing between the Subcommittee on Highways and Transit and the Senate Committee on Environment and Public Works.

Purpose: Received testimony in a joint hearing with the Senate Committee on Environment and Public Works in Los Angeles, California, on the local transportation challenges facing southern California and the State of California. This bi-cameral field hearing was part of the Committee's effort to gather ideas and policy proposals to prepare for the reauthorization of the Federal surface transportation programs under SAFETEA–LU, which expired on September 30, 2009, but was extended through September 30, 2011.

Summary: Pursuant to the belief that the best ideas come outside of Washington, and that state and local governments know their needs best, the Committee held this hearing in conjunction with the Senate Committee on Environment and Public Works in an effort to receive testimony from a number of representatives from different transportation industries. The Committee received testimony from the Mayor of Los Angeles, the State Director of the California DOT, a chief executive officer of a county transportation authority, two executive directors of local transportation commissions, and several other transportation industry representatives.

At the hearing, the witnesses provided the Committee with specific suggestions and policy proposals to improve and reform the Nation's surface transportation programs. Witnesses testified on the cash balance in the Highway Account of the Highway Trust Fund (HTF). The Highway Account had a balance of $22.55 billion at the end of fiscal year 2000. The balance dropped to $13 billion by the expiration of TEA 21—the previous six-year surface transportation authorization—at the end of fiscal year 2003. In September, 2008 the balance in the Highway Account decreased to a

level requiring Congress to transfer $8 billion into the HTF from the General Fund. Subsequent General Fund transfers to the HTF in 2009 and 2010 totaled $26.5 billion. Current projections show the cash balance in the Highway Account of the HTF will be depleted sometime in 2013 and the Mass Transit Account will be depleted sometime in 2014.

With the HTF expected to be depleted in 2013, the witnesses provided ideas for innovative financing tools and private investment to finance surface transportation projects. These are methods the Subcommittee will explore to help the Federal government and states find ways to do more with less and better leverage existing revenue sources. The Subcommittee also gathered ideas on potential reforms to the project delivery process and explored what improvements could be made to existing rules and regulations governing project delivery in order to expedite the delivery process for all projects and reduce the cost of transportation projects.

DOT currently administers over 100 highway, transit, and highway safety programs, many of which serve duplicative purposes or are no longer needed. The Committee discussed with the witnesses approaches that would consolidate or eliminate duplicative or unnecessary programs. The Committee will study performance management approaches that increase the accountability and transparency of Federal surface transportation funds moving forward to ensure their effectiveness.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Oklahoma City, Oklahoma, Field Hearing

Date: February 24, 2011

Purpose: Received testimony on the local transportation challenges facing the State of Oklahoma, and the local area surrounding Oklahoma City. Pursuant to the belief that the best ideas come outside of Washington, and that state and local governments know their needs best, the Committee held multiple field hearings and listening sessions across the country in order to gather specific policy proposals for reauthorization of the Federal surface transportation programs.

Summary: This field hearing was part of the Committee's effort to gather ideas and policy proposals to prepare for the reauthorization of the Federal surface transportation programs under SAFETEA–LU, which expired on September 30, 2009, but was extended through September 30, 2011. The Committee received testimony from the Governor of Oklahoma, the State Secretary of the Oklahoma DOT, presidents of local construction groups, a president of a safety group, and a transportation revenue group. The witnesses discussed specific ideas, suggestions and policy proposals to improve and reform the nation's surface transportation programs.

At the hearing, witnesses testified on the cash balance in the Highway Account of the Highway Trust Fund (HTF). The Highway Account had a balance of $22.55 billion at the end of fiscal year 2000. The balance dropped to $13 billion by the expiration of TEA 21—the previous six-year surface transportation authorization—at the end of fiscal year 2003. In September, 2008 the balance in the Highway Account decreased to a level requiring Congress to transfer $8 billion into the HTF from the General Fund. Subsequent General Fund transfers to the HTF in 2009 and 2010 totaled $26.5

billion. Current projections show the cash balance in the Highway Account of the HTF will be depleted sometime in 2013 and the Mass Transit Account will be depleted sometime in 2014.

With the HTF expected to be depleted in 2013, the witnesses provided ideas for innovative financing tools and private investment to finance surface transportation projects. These are methods the Subcommittee will explore to help the Federal government and states find ways to do more with less and better leverage existing revenue sources. The Subcommittee also gathered ideas on potential reforms to the project delivery process and explored what improvements could be made to existing rules and regulations governing project delivery in order to expedite the delivery process for all projects and reduce the cost of transportation projects.

DOT currently administers over 100 highway, transit, and highway safety programs, many of which serve duplicative purposes or are no longer needed. The Committee discussed with the witnesses approaches that would consolidate or eliminate duplicative or unnecessary programs. The Committee will study performance management approaches that increase the accountability and transparency of Federal surface transportation funds moving forward to ensure their effectiveness.

Title: American Presidential Libraries: Their Mission and Their Future

Date: February 28, 2011

Purpose: A joint hearing between the Committee on Transportation and Infrastructure and the Committee on Oversight and Government Reform to receive testimony on Presidential libraries.

Summary: The Committees received testimony from the Archivist of the United States, directors of Presidential libraries, a family member of a former President, and a historian. With over two million visitors per year, the Presidential libraries are national treasures that serve as centers for the study of the executive branch and individual Presidents by historians, students, and the general public. Testimony from witnesses focused on the relationship between the Federal government and our Nation's public and private Presidential libraries. Witnesses examined the future role of the government and other cooperative relationships that will assist these vital institutions. Specific topics of discussion included the digitalization of Presidential materials and the role of newer technology in the mission of the libraries. Presidential library directors also elaborated on how the enormous volume of Presidential correspondence, memoranda, and other documents are processed by archivists. The cost of maintaining library facilities throughout the Nation by the Federal government was also discussed. Relating to this topic, the benefits and shortfalls of a central repository for Presidential materials located in the District of Columbia were debated by the participants.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Central Florida Field Hearing

Date: March 14, 2011

Purpose: Received testimony on the local transportation challenges facing Florida, and the Greater Orlando area. Pursuant to the belief that the best ideas come outside of Washington, and that

state and local governments know best what they need, the Committee held multiple field hearings and listening sessions across the country in order to gather specific policy proposals for reauthorization of the Federal surface transportation programs.

Summary: This field hearing was part of the Committee's effort to gather ideas and policy proposals to prepare for the reauthorization of the Federal surface transportation programs under SAFETEA–LU, which expired on September 30, 2009, but was extended through September 30, 2011. The Committee received testimony from an engineer from the Florida DOT, a president of a transportation builders association, a local county chairman, a local staff director of a metropolitan planning organization, a president of a high-speed rail company, a representative of the transportation disadvantaged community, and a partner from a national law firm. The witnesses discussed specific ideas, suggestions and policy proposals to improve and reform the nation's surface transportation programs.

With the Highway Trust Fund (HTF) expected to run out of money in 2013, innovative financing tools, including private investment for surface transportation projects were discussed to help the Federal government and states find ways to do more with less and better leverage existing revenue sources. The witnesses also testified on potential reforms to the project delivery process and what improvements could be made to existing rules and regulations governing project delivery in order to expedite the delivery process for all projects and reduce the cost of transportation projects.

DOT currently administers over 100 highway, transit, and highway safety programs, many of which serve duplicative purposes or are no longer needed. The Committee, with the witnesses, discussed approaches that would consolidate or eliminate duplicative or unnecessary programs. Moving forward, the Committee will study performance management approaches that increase the accountability and transparency of Federal surface transportation funds to ensure their effectiveness.

Title: Biometric IDs for Pilots and Transportation Workers: Diary of Failures

Date: April 14, 2011

Purpose: Received testimony on the inclusion of biometric identifiers on identification for airline pilots and other transportation workers, as well as the state of Federal biometric standards and uses.

Summary: The Committee continued oversight of the Federal Aviation Administration (FAA) pilot license program. The FAA has ignored Congressional and Administrative guidance on issuing biometric credentials to airline pilots. In section 4022 of the Intelligence Reform and Terrorism Prevention Act of 2004 (P.L. 108–458), Congress mandated that not later than one year after the date of enactment, the FAA must begin to issue improved pilot licenses consistent with the requirements of title 49, United States Code, and title 14, Code of Federal Regulations. The Act further specified the improved pilot licenses would be resistant to tampering, alteration, and counterfeiting, include a photograph of the individual to whom the license is issued, and be capable of accommodating a digital photograph, a biometric identifier, or any other

unique identifier that the FAA considered necessary. Six years later, the FAA still has not included biometric identifiers or photographs on pilot licenses. Once the photograph mandate is implemented, a pilot license will be an acceptable identification card to use at airport checkpoints and, according to existing Federal standards for personal identity verification cards, a pilot license may be used to quickly and electronically verify pilot identification at airport checkpoints, allowing pilots to bypass physical screening.

The Committee heard testimony from Peggy Gilligan, Associate Administrator for Aviation Safety at the FAA, regarding FAA's current pilot license and FAA's progress in developing a pilot license that includes biometric identifiers. Ms. Gilligan also testified regarding FAA's desire to cooperate with the Transportation Security Administration (TSA) in creating a biometric pilot license and FAA's desire to avoid duplicating the existing biometric standards promulgated by the National Institute of Standards and Technology (NIST). The Committee heard testimony from Cita Furlani, Director of the Information Technology Laboratory, NIST, regarding Federal standards for biometric identifiers, the types of biometric identifiers in use, and the implementation and interoperability of these identifiers. The Committee invited testimony from John Pistole, Administrator, TSA, and John Schwartz, Transportation Worker Identification Credential (TWIC) Program Manager, TSA, but they refused to attend.

The hearing demonstrated that the FAA ignored Congressional mandates regarding the inclusion of biometric identifiers on Federal pilot licenses. The Committee's oversight of this important issue will increase the security of the country's aviation system by ensuring that future pilot licenses are secure, tamper-resistant, and contain biometric identifiers.

Title: Stimulus Status: Two Years and Counting

Date: May 4, 2011

Purpose: Received testimony, pursuant to the Committee-approved Oversight Plan and House Rule XI, Clause 2(n), to examine the audit work performed by the Government Accountability Office (GAO), the Department of Transportation Inspector General (DOT IG), and the Environmental Protection Agency Inspector General (EPA IG) on implementation of the American Recovery and Reinvestment Act. GAO and the two IGs performed extensive audit work on the implementation of funded programs from the Department of Transportation (DOT), including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and the Federal Railroad Administration (FRA), and the Environmental Protection Agency (EPA). The audits uncovered significant lapses in oversight by the implementing agencies, mismanagement of grants and funds, and lack of transparency.

Summary: The Committee heard testimony from DOT IG Calvin L. Scovel III, EPA IG, Arthur A. Elkins, Jr., and the GAO directors on transportation and infrastructure projects, Phillip Herr and David Trimble, on their extensive audit work regarding the implementation of the American Recovery and Reinvestment Act, particularly areas of grant mismanagement, poor project selection, and

lack of transparency. Roy Kienitz, Under Secretary for Policy at DOT, also testified.

Title: Opening the Northeast Corridor to Private Competition for Development of High-Speed Rail

Date: May 26, 2011

Purpose: Received testimony regarding the development of high-speed rail in the Northeast Corridor (NEC) through private competition using a public-private partnership.

Summary: Witnesses at the hearing were United States Senator Frank R. Lautenberg (D–New Jersey), a representative from the Reason Foundation, an infrastructure investor, a national real estate development and investment representative, a national high-speed rail advocacy organization, and two rail labor representatives. Discussions centered on how private sector rail infrastructure management and passenger rail operations expertise, as well as private sector financing, can be made part of the strategy to improve and expand passenger rail services, including real high-speed rail, on the NEC.

Public-private partnerships share financing, management, and operational responsibilities for a project between public entities and private investors or partners. Private sector financing and participation would allow high-speed rail and other intercity passenger rail projects on the NEC to be developed and constructed quickly and more efficiently. Several international examples of successful and profitable rail development and operations through private sector partnering were discussed.

An alternative strategy to Amtrak's expensive and slow proposal, a "Vision for High-Speed Rail in the Northeast Corridor," was discussed at the hearing, and would allow Northeastern states to manage the Northeast Corridor infrastructure and operations under a public-private partnership model. This plan would use a request for proposals solicitation to attract competitive bids to finance, design, build, operate, and maintain high-speed and enhanced intercity passenger rail service on the NEC. Federal support for this project would still be needed, but competition will ensure that taxpayer dollars are used as efficiently as possible.

Title: How Best to Improve Bus Safety on Our Nation's Highways

Date: June 13, 2011

Purpose: Received testimony related to improving the existing laws and regulations governing bus safety. The hearing was part of the Committee's effort to reauthorize Federal surface transportation programs under SAFETEA–LU, which expired on September 30, 2009, but was extended through September 30, 2011.

Summary: As a result of recent high profile bus accidents in Virginia, New Jersey, and New York, questions regarding the Federal Motor Carrier Safety Administration's (FMCSA) effectiveness in keeping unsafe "rogue" bus operators off the Nation's highways were raised. The Committee received testimony from Anne S. Ferro, the Administrator of the FMCSA, Major David Palmer of the Texas Department of Public Safety on behalf of the Commercial Vehicle Safety Alliance, Peter Pantuso, President and Chief Executive Officer of the American Bus Association, Victor Parra, President

and Chief executive Officer of the United Motorcoach Association, and Jaqueline S. Gillan, Vice President of the Advocates for Highway and Auto Safety. The witnesses offered ideas and specific suggestions for improving and reforming motorcoach safety and the effectiveness of DOT in keeping unsafe operators off the nation's highways.

As part of its Motorcoach Safety Action plan, the FMCSA and its state and local law enforcement partners conducted more than 3,000 surprise passenger carrier safety inspections over a two-week period in May 2011, that resulted in 442 unsafe buses or drivers being removed from the Nation's highways. The strike force issued out-of-service citations to 127 drivers and 315 vehicles during the unannounced inspections. In addition to the strike force inspections, the FMCSA and state safety investigators initiated 38 full safety compliance reviews on commercial passenger bus companies. According to the FMCSA, from 2005 to 2010, it doubled the number of unannounced bus safety inspections and comprehensive safety reviews of the estimated 4,000 over-the-road bus companies. Roadside safety inspections of motorcoaches jumped from 12,991 in 2005 to 25,703 in 2010, while compliance reviews rose from 457 in 2005 to 1,042 in 2010.

Realizing that bus transportation is one of the safest modes of travel, the Committee discussed ideas that ensure Federal safety laws are effectively enforced, particularly to prevent continued operations by bad actors in the industry. In 2009, more than 35,000 buses provided 723 million passenger trips and traveled more than 58 billion passenger miles. The hearing focused on ways to curb accidents related to driver fatigue and error, and focused on specific policy provisions for the Committee's consideration to make highways safer for the traveling public.

The National Highway Traffic Safety Administration (NHTSA) is charged with improving safety on the National Highway System by reducing the number of accidents and the consequences of those accidents that do occur. According to NHTSA's 2009 Traffic Safety Facts FARS/GES Annual Report, 0.6 percent of all traffic crashes involved buses and these crashes resulted in less than 50 fatalities. Although the agency does not regulate the operation of motorcoaches, NHTSA is responsible for issuing and enforcing Federal Motor Vehicle Safety Standards, which set performance criteria that every new motorcoach must meet. These standards include crash avoidance protection measures and occupant restraint systems. The witnesses discussed the effectiveness of these safety measures and whether or not the performance criteria for new motorcoach companies is stringent enough to prevent future bad actors from operating on the highways.

Title: Legislative Hearing on the Committee Print, "Competition for Intercity Passenger Rail in America"

Date: June 22, 2011

Purpose: Received testimony on managing Amtrak's Northeast Corridor business unit as a public-private partnership, as envisioned in the draft legislation, Competition for Intercity Passenger Rail in America at the request of Ranking Member Nick J. Rahall (D–West Virginia) and Subcommittee Ranking Member Corrine Brown (D–Florida).

Summary: The Committee heard testimony from the President of Amtrak, Joseph Boardman, an adjunct scholar from the American Enterprise Institute, the Executive Director of the Council of Northeast Governors, the Vice President of Government Affairs and General Counsel of the United States High Speed Rail Association, and the President of the Transportation Trades Department of the AFL–CIO.

On June 15, 2011, Chairman John L. Mica and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Bill Shuster sponsored a public roll-out and discussion of their draft bill, Competition for Intercity Passenger Rail in America Act of 2011. Shortly after, a legislative hearing was requested to further discuss and fine-tune the proposal and gather commentary and concerns from other Members and affected parties.

The Competition for Intercity Passenger Rail in America draft offers a new plan for high-speed and intercity passenger rail on the Northeast Corridor (NEC) by leveraging private sector investment and increasing competition in the form of public-private partnerships. It would separate the NEC from Amtrak, transferring titles from Amtrak to the United States Department of Transportation in consideration for all but one share of the Amtrak's preferred stock and forgiveness of all Amtrak's mortgages and liens held by the Secretary. The draft bill would also create a NEC Executive Committee to whom the Secretary would lease the NEC for 99 years and whose role is to manage the NEC infrastructure and operations.

After the legislative hearing, the comment and review period for the draft bill was left open for thirty calendar days in order to gain more submissions and commentary from the public.

Title: NextGen: Leveraging Public, Private, and Academic Resources

Date: November 7, 2011

Purpose: Received testimony on ways the Federal Aviation Administration (FAA) can leverage public, private, and academic resources to deliver the operational efficiency and safety benefits of the agency's air traffic control modernization program.

Summary: The Committee on Transportation and Infrastructure held a field hearing in Daytona Beach, Florida, on air traffic control modernization (NextGen). The hearing was held on the campus of Embry-Riddle Aeronautical University where the FAA's Florida NextGen Test Bed is located in partnership with the university, the Daytona Beach International Airport, and various aerospace industry partners. At the hearing, panelists discussed the benefits of early industry involvement and how technologies and capabilities developed at the Test Bed would be integrated into the Nation's airspace. Panelists also discussed the unique research and development capabilities available to the FAA through its partnership with Embry-Riddle. The Committee heard testimony from FAA Administrator, J. Randolph "Randy" Babbitt, the Government Accountability Office, and several industry witnesses, some of whom are participants in the Florida NextGen Test Bed.

Title: The Federal Railroad Administration's High-Speed and Intercity Passenger Program: Mistakes and Lessons Learned

Date: December 6, 2011

Purpose: Received testimony on the Federal Railroad Administration's (FRA) High-Speed and Intercity Passenger Rail (HSIPR) Program which was funded in the 2009 American Recovery and Reinvestment Act and in fiscal year 2010, but has not received funding in fiscal year 2011 and 2012.

Summary: The Committee heard testimony from the Secretary of Transportation, Ray LaHood, along with four other witnesses—the Chairman of the Northeast Corridor Infrastructure and Operations Advisory Commission, the Editor and Publisher of Innovation NewsBrief, the American Enterprise Institute, and the President of the National Association of Railroad Passengers.

Using that framework set forth in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the American Recovery and Reinvestment Act (ARRA) allocated $8 billion in Federal funding used to launch the FRA's HSIPR program in June 2009. The ARRA combined two separate PRIIA grant programs, the State Capital Grants for Intercity Passenger Rail Service (title 49 U.S.C. section 24402), and the High-Speed Rail Corridor Development Program (title 49 U.S.C. section 26106), which had different purposes and criteria. The State Capital Grants were available to expand or improve intercity passenger rail transportation, regardless of speed; the High-Speed Rail Corridor program was targeted to designated high-speed rail corridors only for corridors that reach speeds of at least 110 miles per hour. In fiscal year 2010, the two programs were once again combined under HSIPR, and $2 billion in funding was appropriated. However, in fiscal years 2011 and 2012, Congress has not funded the HSIPR Program, and the fiscal year 2011 Omnibus actually rescinded $400 million of unobligated HSIPR funds. The hearing examined the status of the program, what types of passenger rail projects were funded, very few of which were high-speed projects—and why certain states rejected funding.

The commentary from Members and some witnesses also stressed the importance of significant investment in the Northeast Corridor, specifically for high-speed rail. With its heavy population, crowded highways and airports, and a record-setting year for Amtrak riders in the Northeast, this corridor is the best candidate in the nation for high-speed rail investment.

Title: Restoring Jobs, Coastal Viability, and Economic Resilience in the Gulf of Mexico: H.R. 3096, the Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2011

Date: December 7, 2011

Purpose: Received testimony from the gulf coast region on H.R. 3096, the Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2011 (RESTORE Act). The Subcommittee was also interested in an update on uncompensated claims from damages occurring as a result of the BP DEEPWATER HORIZON oil spill and how H.R. 3096 might affect claims made under Section 1012 of the Oil Pollution Act of 1990.

Summary: The Subcommittee heard testimony from three separate panels. The first panel was made up of Members of the House from Gulf Coast States. Congressmen Pete Olson (R–Texas), Jeff

Miller (R–Florida), Steven M. Palazzo (R–Mississippi), Jo Bonner (R–Alabama), and Steve Scalise (R–Louisiana) testified on the first panel. The second panel included Mr. Craig Bennett, Director of the National Pollution Funds Center at the United States Coast Guard, and Mr. Tony Penn, Deputy Chief of the Assessment and Restoration Division in the Office of Response and Restoration at the National Oceanic and Atmospheric Administration. The last panel consisted of the Honorable Garret Graves, Chair of the Coastal Protection and Restoration Authority of Louisiana, the Honorable Robert Craft, Mayor of the City of Gulf Shores, Alabama, the Honorable Bill Williams, Commissioner on the Gulf County Board of Commissioners, Mr. Julian MacQueen, Chief Executive Officer at Innisfree Hotels, Inc, Dr. Robert Weisberg, Professor at University of South Florida, and Mr. Mike Voisin of Motivatit Seafoods in Houma, Lousiana.

The RESTORE Act of 2011 was introduced by Congressman Steve Scalise (R–Louisiana) and a bipartisan group of 24 Members representing gulf coast districts. The bill was also sequentially referred to the Natural Resources Committee and the Science, Space and Technology Committee. If enacted, the legislation would establish a Gulf Coast Restoration Trust Fund in the Treasury and a Gulf Coast Ecosystem Restoration Council. It would also redirect 80 percent of any Clean Water Act administrative and civil penalties paid by those responsible for the DEEPWATER HORIZON oil spill to the five Gulf Coast states (Florida, Alabama, Mississippi, Louisiana, and Texas) to aid in economic and ecological recovery following the explosion and sinking of the DEEPWATER HORIZON mobile offshore drilling unit in April, 2010. Witnesses from the Administration fielded a number of questions regarding their position on H.R. 3096, while the majority of witnesses on the last panel focused on the remaining damage from the spill and the benefits this legislation may provide for their respective communities.

Title: California's High-Speed Rail Plan: Skyrocketing Costs and Project Concerns

Date: December 15, 2011

Purpose: Received testimony related to the constant increasing cost of building a high-speed rail system in California. While the 800–mile statewide project was originally estimated to be $43 billion in 2008, the total cost estimate has more than doubled to $98.5 billion and the project completion date has been extended 13 years.

Summary: The Committee heard testimony from the Administrator of the Federal Railroad Administration (FRA), Joseph Szabo, the CEO of California High Speed Rail Authority, the Mayor of Tustin, California, the Mayor of Fresno, California, the Director of the Kings County Community Development Agency, the Co-founder of the Californians Advocating Responsible Rail Design, and the Vice President of Preserve Our Heritage.

The California High-Speed Rail project is the largest beneficiary of Federal funding from the High-Speed Intercity Passenger Rail (HSIPR) grant program under the American Recovery and Reinvestment Act (P.L. 111–5) and the fiscal year 2010 Consolidated Appropriations Act (P.L. 111–117). In total, the project has been awarded $3.896 billion ($2.952 billion from the Recovery Act, and

$945 million from the fiscal year 2010 Appropriations bill). This represents almost 39 percent of the total HSIPR grant funding awarded by the FRA. All of the $3.896 billion awarded to the California High-Speed Rail project has been obligated and is under contract. However, only $142 million has actually been spent: $47 million for environmental studies and preliminary engineering work and $95 million for Transbay Terminal train box design and construction. All Federal funds provided through the Recovery Act must be completely spent by September 30, 2017, under the Federal appropriations law "five-year rule" (31 United States Code, Section 1552).

During this hearing, Members raised concerns about the project, including the projected increased costs and lengthening timeline, a pending lawsuit against the California High Speed Rail Authority, and eroding citizen support.

Title: TSA Oversight Part III: Effective Security or Security Theater?

Date: March 26, 2012

Committee: A joint hearing between the Committee on Transportation and Infrastructure and the Committee on Oversight and Government Reform.

Purpose: The Committees received testimony that examined the successes and challenges associated with Advanced Imaging Technology (AIT), the Screening of Passengers by Observation Techniques (SPOT) program, the Transportation Worker Identification Credential (TWIC), and other security initiatives administered by the Transportation Security Administration (TSA).

Summary: The Committee continued oversight of the effectiveness and reported shortcomings of TSA's security initiatives. The Committee heard testimony from Christopher L. McLaughlin, TSA, Assistant Administrator for Security Operations, Stephen Sadler, TSA, Assistant Administrator for Intelligence and Analysis, Rear Admiral Paul F. Zukunft, United States Coast Guard, Assistant Commandant for Marine Safety, Security and Stewardship, and Stephen M. Lord, United States Government Accountability Office, Director, Homeland Security. Discussion centered on TSA's difficulties in implementing cost-effective aviation security programs including delays in the implementation of card readers for the TWIC program.

The Maritime Transportation Security Act of 2002 (MTSA) required TSA to create regulations "preventing individuals from having unescorted access to secure areas of MTSA-regulated facilities and vessels unless they possess a biometric transportation security card and are authorized to be in such an area." Accordingly, the TWIC program was designed to employ these biometric requirements.

Members and witnesses evaluated the TSA's difficulties in implementing its major security initiatives, including the TWIC reader pilot report, and the current status of the rulemaking process required before card reader procurement. Additionally, Members and witnesses discussed TSA's plans for future deployment of AIT machines as well as their difficulties in maximizing the utilization of AITs currently deployed. The hearing also explored the validity of the SPOT program for antiterrorism purposes.

Title: TSA Oversight Part IV: Is TSA Effectively Procuring, Deploying, and Storing Aviation Security Equipment and Technology?

Date: May 9, 2012

Purpose: A joint hearing between the Committee on Transportation and Infrastructure and the Committee on Oversight and Government Reform to receive testimony that examined issues associated with the procurement, deployment, and storage of airport security related equipment.

Summary: The Committee heard testimony from Mr. David R. Nicholson, Assistant Administrator for Finance and Administration and Chief Financial Officer, TSA, Mr. Charles K. Edwards, Acting Inspector General, Department of Homeland Security, and Mr. Stephen M. Lord, Director, Homeland Security and Justice Issues, Government Accountability Office. Discussion centered on TSA's inefficient management of its technology procurement programs.

Under the Aviation and Transportation Security Act of 2001, TSA is required to prescribe standards and regulations necessary to screen all passengers and property traveling from and within the United States by commercial aircraft. To comply with this mandate, TSA is constantly acquiring and deploying new technology to fulfill aviation security needs. Similarly, TSA has created layers of security, which include the utilization of technology such as AIT, Explosive Trace Detectors, Explosive Detection Systems, metal detectors, and other security related equipment. TSA's acquisition of these security related technologies and equipment represents billions of dollars in costs to the taxpayer and air traveler.

The commentary from Members and witnesses evaluated TSA's procurement of excessive quantities of technology and extended periods of delay prior to deployment, which point to an inefficient and poorly managed operation. Additionally, Members and witnesses discussed TSA's intentional delay of Congressional oversight of its Transportation Logistics Center warehouses, including the Agency intentionally providing inaccurate, incomplete, and misleading information to Congress in order to conceal its continued mismanagement of warehouse operations.

Title: A Review of the Delays and Problems Associated with TSA's Transportation Worker Identification Credential

Date: June 28, 2012

Purpose: The Committee met to review the status of the Transportation Security Administration's (TSA) Transportation Worker Identification Credential (TWIC) program.

Summary: The Committee heard testimony from Rear Admiral Joseph Servidio, United States Coast Guard Assistant Commandant for Preparedness, Ms. Kelli Ann Walther, Acting Deputy Assistant Secretary for Policy/Screening, Department of Homeland Security, Mr. Joseph Lawless, Director of Maritime Security at the Massachusetts Port Authority testifying on behalf of the American Association of Port Authorities, and Mr. Robert McEllrath, President of the International Longshore and Warehouse Union.

The Maritime Transportation Security Act (MTSA) of 2002 (P.L. 107–295—title 46 United States Code, Section 70105) requires the Secretary of Homeland Security to prescribe regulations requiring individuals needing unescorted access to secure areas of certain vessels and maritime facilities to be issued a biometric identifica-

tion. Accordingly, the TWIC program was designed to implement this requirement. The TSA and the Coast Guard both play a role in the TWIC program. TSA's responsibilities include enrolling TWIC applicants, conducting background checks to assess the individual's security threat, and issuing TWICs. The Coast Guard is responsible for developing TWIC-related security regulations and ensuring that MTSA regulated facilities and vessels are in compliance with these regulations. The TSA began issuing TWICs in October 2007. Credentials have been issued to over 2.1 million workers required to have access to secure areas of MTSA regulated facilities and to all United States mariners.

Despite having over ten years to implement the program, TWIC remains rife with problems. Until Congress passed the Coast Guard Authorization Act of 2010, merchant mariners not needing unescorted access to secure areas were still required by the Coast Guard to enroll in the TWIC program, thereby requiring mariners to go through a burdensome and costly process for unnecessary identification. Even with Congress eliminating the need for all credentialed mariners to carry a TWIC, a number of other issues still plague the program. These problems include a cumbersome requirement for TWIC applicants to appear twice in person at a TWIC enrollment center, the absence of TWIC readers at port facilities and aboard vessels, and an overall lack of effectiveness in implementing the program, as reported by the Government Accountability Office (GAO) in 2011. Committee Members sought an update from the Coast Guard and DHS on the status of the program and what actions were being taken to correct the various problems discovered by GAO. Additionally, the Committee sought feedback from the private sector on the effects of the program and suggestions for improving its implementation.

Title: GSA: A Review of Agency Mismanagement and Wasteful Spending—Part 2

Date: August 1, 2012

Purpose: To receive testimony from the General Services Administration Inspector General (GSA IG) and GSA focusing on reviewing the mismanagement and wasteful spending of GSA. Specifically, the hearing examined new information on GSA conferences, travel and bonuses as well as GSA's decision to enter into a lease without Committee authorization. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: Received testimony from The Honorable Brian Miller, the Inspector General of the General Services Administration, and Ms. Cynthia Metzler, the Chief Administrative Services Officer of the General Services Administration. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

On April 2, 2012, the GSA spent $822,751 on a Las Vegas conference that ignited criticism on the agencies use of taxpayer dollars. There were approximately 300 attendees at the event which spent $35,000 on picture frames and $20,000 on drumsticks for attendees, $104,000 for an outside consultant, and $136,000 on eight pre-trip scouting trips. Since then, it has come to light that the GSA also spent $268,732 on a one day awards ceremony in the

Washington, District of Columbia area. At the ceremony, $20,000 was spent on catering, $35,800 on picture frames, $7,600 on a Commissioner reception, and $20,000 on drumsticks for attendees. These two events highlight the wasteful spending habits that the Agency has used on ceremonies and conferences, but the excessive spending does not end there. The GSA IG is currently investigating 77 other conferences and award ceremonies (over an 18 month period), and $44 million in unreported bonuses of the $439 million total employee bonuses in 2011. In 2011, the GSA, which has approximately one percent of all Federal employees, received ten percent of all the Federal government's bonuses.

Also, the GSA broke a 40 year legal precedent by signing a $350 million lease in the World Trade Center without Committee authorization. GSA submitted an incomplete prospectus the day before the June 7, 2012 markup. The Committee requested the missing information with no response from GSA. The prospectus was not approved and a resolution permitting the lease was not granted. On July 17, 2012, the GSA proceeded to sign the lease without proper authorization anyway, costing the taxpayers $351 million over twenty years. Despite a request for an explanation for signing the unauthorized lease, the GSA has failed to provide the Committee with answers.

GSA mismanagement of assets is costing American taxpayers hundreds of millions of dollars annually. On top of excessive ceremonies, conventions, and bonuses, the GSA is failing to efficiently manage Federal buildings and property. Considerable amounts of vacant and underutilized properties amount to significant operations, maintenance, and security costs annually. For example, in fiscal year 2009, the Federal Government spent $1.7 billion in annual operating costs for under-utilized buildings and $134 million for excess buildings. In an effort to counter this waste, Chairman Denham introduced H.R. 1734, the "Civilian Property Realignment Act". This Bill attempts to sell unneeded properties, consolidate Federal spending, and minimize the Federal footprint.

Title: A Review of Amtrak Operations, Part I: Mismanagement of Food and Beverage Services

Date: August 2, 2012

Purpose: The Committee met to receive testimony on Amtrak's food and beverage operation, specifically investigating its monetary losses.

Summary: The Committee heard testimony from the President of Amtrak, Joseph Boardman, Ted Alves, Inspector General of Amtrak, Patricia Quinn, Executive Director of the Northern New England Passenger Rail Authority, and Dwayne Bateman, an Amtrak food and beverage employee.

Amtrak provides various levels of food and beverage service on its routes. Under Amtrak's general authorities listed in title 49 United States Code, section 24305, "Amtrak may . . . provide food and beverage services on its trains only if revenues from the services each year at least equal the cost of providing the services". This provision was first added to the Code as part of the Amtrak Improvement Act of 1981 to eliminate the deficit in Amtrak's onboard food and beverage operations by September 30, 1982. For nearly 30 years, Amtrak has been statutorily banned from pro-

viding food and beverage services unless its costs at least equal its revenues.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA), which among other things reformed Amtrak's operations. As of October 1, 2013, states will be required based on Section 209 of PRIIA to reimburse Amtrak for the operation costs of providing service, including food and beverage service, on state-supported routes. As a result, states will have the flexibility to determine who should provide food and beverage services, if any, on those routes. Some states such as Maine (the Downeaster) already successfully provide their own food and beverage services by contracting out to private companies.

In separate reports, the Amtrak Inspector General (Amtrak IG) and General Accountability Office (GAO) found that Amtrak does not utilize industry-best practices in its food and beverage operations and needs to dramatically change how it delivers those services. According to both the Amtrak IG and GAO, Amtrak needs to determine the best practices that are appropriate for their operations and implement them. Based on witness testimony, steps can be taken to make this a more profitable service, perhaps even looking to the private sector as an example. In addition, based on testimony from the Amtrak IG, Amtrak must reform its Food and Beverage management to address its fragmented leadership. If these steps are taken, Amtrak can make significant progress in its ability to manage its funds.

Title: A Review of Amtrak Operations, Part II: The High Cost of Amtrak's Monopoly Mentality in Commuter Rail Competitions

Date: September 11, 2012

Purpose: The Committee met to receive testimony on Amtrak's involvement in commuter rail operations, specifically regarding procurements.

Summary: The Committee heard testimony from the President of Amtrak, Joseph Boardman, Joe Giulietti, Executive Director of the South Florida Regional Transportation Authority (Tri-Rail), Chuck Harvey, Deputy CEO, Operations Administration of the Peninsula Corridor Joint Powers Board, Ray Chambers, Executive Director of the Association of Independent Passenger Rail Operators, and Ed Wytkind, President of the Transportation Trades Department, AFL–CIO.

Commuter rail service, primarily designed to address a high volume of passengers requiring daily travel to and from work in city centers, is typically operated directly by a public transit agency or contracted to a private rail operator. Amtrak is one of the operators that provide contract commuter rail service. Over time, Amtrak expanded its operation to include State-supported routes, where states cover the cost of Amtrak operations and commuter rail operations, under contract to a public transit agency. However, in recent years, Amtrak has lost to private sector rail companies in competitive procurements for operating contracts on important commuter lines such as California Caltrain and the Virginia Railway Express. The hearing examined why Amtrak has not fared well as the frequency of competitions and the level of competitiveness with private operators for commuter rail have increased. Amtrak's inability to successfully adapt its nationwide model for intercity pas-

senger rail to regional commuter rail markets has led to its failure to secure a single competitively-bid commuter rail operations contract over the past ten years.

Title: A Review of Amtrak Operations, Part III: Examining 41 Years of Taxpayer Subsidies

Date: September 20, 2012

Purpose: The Committee met to receive testimony on Amtrak's monetary losses associated with its operations; the hearing will also explore and compare Amtrak's level of Federal subsidy with the subsidies provided to other modes of passenger transportation and examine management deficiencies identified by the Amtrak Office of Inspector General.

Summary: The Committee heard testimony from the President of Amtrak, Joseph Boardman, Ted Alves, Inspector General of Amtrak, Peter Pantuso, President and CEO of the American Bus Association, Randal O'Toole, Senior Fellow, Cato Institute, and Ross Capon, Executive Director, National Association of Railroad Passengers.

Funding for Amtrak's capital and operating expenses comes from operational revenues and appropriated funds. Amtrak's operations have never resulted in a net profit with most of its routes losing money. Over the past 41 years, Amtrak has received nearly $40 billion dollars of taxpayer subsidies. Even without considering the almost $1 billion per year in capital grants to Amtrak, the corporation operates at an "above the rail" operational loss. Amtrak's 15 long-distance routes have the highest losses, with the largest per passenger subsidy being the Sunset Limited, running from Los Angeles to New Orleans. Besides financial losses on its food and beverage service, Amtrak is spending more than it should on overtime, which based on an Amtrak Office of Inspector General report, has been over-utilized, exceeding a legislative cap on the number of overtime hours that Amtrak employees can work per year.

Other forms of transportation receive taxpayer subsidies, but are at a much lower cost on a per-trip basis. Witnesses at the hearing gave testimony outlining a cross-modal comparison of Federal subsidies. Intercity commercial bus service had the lowest per-trip Federal subsidy, at 10 cents per trip. Mass transit was the next most cost effective on a per-trip basis, at 95 cents per passenger. Aviation was $4.28 per passenger trip, and Amtrak was by far the highest level of Federal subsidy, at an average of $46.33 per passenger trip. Although Amtrak ridership has been growing consistently over the last ten years, Amtrak continues to require a large annual Federal subsidy, more than $1.4 billion per year, which results in a high per-passenger cost.

Title: Metropolitan Washington Airports Authority (MWAA): A Review of the Department of Transportation Inspector General's (DOT IG) Findings and Recommendations

Date: November 16, 2012

Purpose: To discuss the DOT IG's November 1, 2012 report on the policies, practices, and programs of the MWAA.

Summary: The MWAA is a public body with a Board of Directors and nearly 1,400 employees that oversees Reagan National Airport (DCA), Dulles International Airport (IAD), and the Dulles Metro-

rail project. DCA and IAD are federally-owned airports that receive significant amounts of Federal funds. The Dulles Metrorail project is not federally owned, but it will receive billions in Federal funds. Recently, at the request of Congressmen Frank R. Wolf (R-Virginia) and Tom Latham (R–Iowa), the DOT IG completed a review of the Authority's management practices and policies, including its accountability, transparency, and governance. The committee held this hearing to learn the results of that review and to hear from the DOT IG, the Secretary of the Department of Transportation, and the MWAA Board Chairman and President and CEO.

DOT IG's review uncovered serious problems at the MWAA. The Authority was limiting competition using categorical exceptions and sole source contracts and employees were accepting gifts from contractors, including tickets to the super bowl, baseball games, golf tournaments, and many other sporting events. Senior MWAA officials were improperly filling vacancies, awarding excessive salaries, providing unjustified hiring bonuses and questionable cash awards as well as giving preferential treatment to friends and relatives of Board members.

In an interim May 2011 letter, the DOT IG reported several issues which led to Virginia, Maryland, and the District of Columbia mandating immediate reform of MWAA practices, including terminating all contracts with former Board members that were not competitively bid, strengthening their ethics code, and tightening Board travel procedures to eliminate wasteful spending. The Authority has also revised the Board's Freedom of Information policy, suspended the use of categorical exceptions, and enhanced screening to detect and prevent nepotism. DOT IG indicated that he remains concern because these actions have not been independently reviewed or fully implemented and DOT IG believes further actions are needed to fully address weaknesses. Accordingly, in the final report, the DOT IG made 12 recommendations for the MWAA to promote integrity and accountability in its management and governance.

Title: Getting Back on Track: A Review of Amtrak's Structural Reorganization

Date: November 28, 2012

Purpose: The Committee met to receive testimony on the ongoing reorganization of the National Railroad Passenger Corporation (Amtrak), the Committee heard testimony on what prompted the reorganization, the purpose of the reorganization, and what goals are to be achieved.

Summary: The Committee heard testimony from Amtrak President, Joseph Boardman, Ted Alves, Amtrak Inspector General, and James Stem, National Legislative Director, United Transportation Union.

Throughout its 41-year history, Amtrak has been the subject of many proposals for reform and revitalization of its structure and mission. It is currently undergoing a structural reorganization based largely upon its "Strategic Plan for Fiscal Years 2011–2015" (Strategic Plan). The Strategic Plan finds its roots in a 2005 Government Accountability Office (GAO) report and in a 2010 report on Amtrak's strategic planning by the Amtrak Inspector General.

Amtrak's strategic planning process came to fruition in November 2011 when it released its Strategic Plan. The reorganization process is ongoing and subject to change as it develops; however, Amtrak expects that the process will be fully implemented by the end of fiscal year 2013. Amtrak officers have told Committee staff that, even as the reorganization is being put into place, the company is beginning to see performance and accountability improvements. Amtrak has begun to formulate an organizational chart, hire staff, and assign responsibilities to each "business line" as introduced by their Strategic Plan. The Committee heard from the Amtrak Inspector General on recommendations to improve the corporation's governance and financial performance, and explored how these recommendations are being addressed in Amtrak's structural reorganization.

Title: A Review of the Preparedness, Response to and Recovery from Hurricane Sandy

Date: December 4, 2012

Purpose: To review preparedness and response to Hurricane Sandy, to receive information about the plan for redevelopment and recovery, and to examine the lessons learned by other States impacted by previous disasters. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Summary: Received testimony from The Honorable W. Craig Fugate, Administrator, Federal Emergency Management Agency (FEMA), Major General Michael Walsh, Deputy Commanding General, Civil and Emergency Operations, Army Corps of Engineers, Mr. Fred Tombar, Senior Advisor to the Secretary for Disaster Recovery, Department of Housing and Urban Development (HUD), Mr. Robert R. Latham, Jr., Executive Director, Mississippi Emergency Management Agency, Mr. Mark Riley, Deputy Director, Governor's Office of Homeland Security and Emergency Preparedness, State of Louisiana, and Mr. David Popoff, Emergency Management Coordinator for Galveston County, Texas.

On October 29, 2012, Hurricane Sandy made landfall on the New Jersey coast, devastating the northeast region of the country. The so called "Superstorm" caused major disaster declarations in Connecticut, New York, New Jersey, Rhode Island, Maryland, Delaware, Virginia, West Virginia, and New Hampshire. Sandy killed over 100 people, destroyed or damaged thousands of homes, and left more than eight million people without power. In an attempt to mitigate these damages as efficiently as possible, witnesses from Louisiana, Mississippi and Galveston, Texas highlighted lessons they have learned and problems they have experienced from previous disaster recoveries. The recovery process of Hurricanes Katrina and Irene are still ongoing due to bureaucratic red tape and burdensome paperwork. Addressing the mistakes made in these recoveries and the inefficiencies of the overall process are important to preventing a prolonged recovery from Sandy.

Chairman Mica and Subcommittee Chairman Denham emphasized the provisions to the disaster recovery process made in H.R 2903 the "FEMA Reauthorization Act". The bill makes permanent a Public Assistance Pilot Program, which is based on cost estimates and not actual damages, shortens the FEMA appeals process,

makes temporary housing more accessible, and allows state administration of hazard mitigation programs. Streamlining the recovery programs is the ultimate goal, which is critical for saving lives and minimizing damages.

Because of its existing programs and authorities, FEMA is traditionally the lead Federal agency in recovery efforts. Mr. Tombar provided specifics as to who will be in charge during the recovery process, as the President's announcement included no details.

Title: An Update on the High Speed and Intercity Passenger Rail Program: Mistakes Made and Lessons Learned

Date: December 6, 2012

Purpose: The Committee received testimony regarding the Federal Railroad Administration's High-Speed and Intercity Passenger Rail (HSIPR) Program. In December, 2011, the Committee held a series of hearings on the HSIPR Program and this hearing will follow up on those meetings, providing an opportunity to receive an update on the HSIPR program, examine what projects are being developed and built with the Federal funding invested thus far, and discuss means of improving the program now that a majority of the funds have been obligated.

Summary: The Committee heard testimony from the Secretary of Transportation, the Honorable Ray LaHood, The Honorable Calvin L. Scovel, III, Inspector General, Department of Transportation, Susan A. Fleming, Director, Physical Infrastructure Team, Government Accountability Office, The Honorable Paula J. Hammond, P.E., Secretary of Transportation, Washington State, The Honorable Ann L. Schneider, Secretary of Transportation, State of Illinois, and Edward R. Hamberger, President and Chief Executive, Association of American Railroads.

The Passenger Rail Investment and Improvement Act (PRIIA) authorized two passenger grant programs to States, one for capital improvements on traditional intercity passenger rail, and another for high-speed rail (greater than 110 mph) on designated HSR corridors. These two programs were combined in subsequent appropriations acts into the Federal Railroad Administration's HSIPR Program. Using that framework, the American Recovery and Reinvestment Act allocated $8 billion in Federal funding. An additional $2.5 billion was appropriated for HSIPR in fiscal year 2010 (though $400 million was subsequently rescinded in fiscal year 2011). The President's stated vision for the HSIPR program was to provide 80 percent of Americans with access to high-speed rail within 25 years.

The Committee held a series of hearings last year on the HSIPR Program. The Federal Railroad Administration (FRA) solicited applications for the $10.1 billion in remaining grant funding and received applications from 39 states, the District of Columbia, and Amtrak for over $75 billion. Since January, 2010, the FRA has awarded all of the HSIPR Program funding and a majority of those funds have been obligated. Of the projects that have been awarded funding, only the California High-Speed Rail project would be true high speed rail, yet that project has recently seen its estimated costs more than double from an original estimate of $43 billion to $98.5 billion, while the estimated completion date has been extended another 13 years. Other than the California project and

projects on the Northeast Corridor, all other HSIPR Program projects are being undertaken on freight rail property, which restricts passenger trains' speed and frequency.

Numerous concerns have been raised regarding the project selection process at the FRA. In March, 2011, the Government Accountability Office (GAO) released a report, completed at House Transportation and Infrastructure Committee Chairman Mica's request, examining the extent to which the FRA applied its established criteria to select projects, following recommended practices for awarding discretionary grants, and communicated outcomes to the public, compared with selected other Recovery Act competitive grant programs. The GAO concluded that establishing a record that provides insight into why decisions were made, rather than merely restating general technical review and selection criteria, including amounts to be provided, would enhance the credibility of FRA's awards decisions to the extent that this record confirms that selected projects alighted with established criteria and goals. By not establishing this record, FRA has raised significant skepticism about the overall fairness of decisions.

The HSIPR Program experienced strong opposition at the state level from the Governors of Ohio, Wisconsin, and Florida. Respectively, Governors Kasich, Walker, and Scott expressed concerns over a number of issues, including the potential costs to their states. These three States returned their HSIPR funds to the Department of Transportation, and those funds were redirected to other states.

The hearing testimony focused on where the HSIPR program stands now that the funds are obligated, but few projects are yet under construction. The PRIIA authorization expires at the end of fiscal year 2013, and the witnesses and Committee Members explored what DOT and States envision for the next authorization of Federal intercity passenger rail grant programs.

Title: Northeast Corridor Future: Options for High-Speed Rail Development and Opportunities for Private Sector Participation

Date: December 13, 2012

Purpose: The Committee received testimony regarding plans to develop improved and expanded intercity passenger rail on the Northeast Corridor (District of Columbia to Boston, Massachusetts), including options to 220-mph service to the corridor. This final full committee hearing in the 112th Congress follows up on the first hearing held by the Transportation and Infrastructure Committee in this Congress, on January 27, 2011, "Developing True High-Speed Rail in the Northeast Corridor: Stop Sitting on Our Federal Assets."

Summary: The Committee heard testimony from the Federal Railroad Administration's Deputy Administrator, Karen Hedlund, Amtrak's Vice President of Northeast Corridor Infrastructure and Investment Development, Stephen Gardner, the Northeast Corridor Infrastructure and Operations Advisory Commission Chairwoman, Joan McDonald, Partnership for New York City President and CEO, Kathryn Wylde, and Managing Director Infrastructure Banking for the Americas at Morgan Stanley, Perry Offutt.

The Northeast Corridor (NEC) is one of the most valuable transportation assets in the United States, providing a continuous phys-

ical link between the major population centers of the District of Columbia, Baltimore, Philadelphia, New York City, and Boston. The Northeast mega-region is the most densely populated area in the United States, with 18 percent of the Nation's population living in just two percent of its land area. Taken as a whole, the NEC region would be the sixth largest economy in the world with a GDP of $2.6 trillion.

Amtrak owns and controls most of the NEC, though some short segments are owned by the States of New York, Connecticut, and Massachusetts. Amtrak's NEC trains are operationally profitable, however, the infrastructure is constrained and requires significant upgrading to simply maintain current levels of service, much less increase the number of trains or run at faster speeds. Internationally, high-speed trains average 150 mph, and many nations are upgrading systems to achieve top speeds of 220 mph. The NEC premium "high-speed" service, Acela, averages 83 mph between the District of Columbia and New York City.

In February, 2012, the Federal Railroads Administration (FRA) initiated a scoping and environmental review process called "NEC Future", a comprehensive planning effort to define, evaluate and prioritize future investments in the NEC. These activities are being closely coordinated with activities of the NEC Infrastructure and Advisory Commission, which was authorized in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and is made up of Northeastern States, Amtrak, DOT, and other users of the NEC, including commuter and freight railroads. The Advisory Commission is charged to advise Congress on the regional consensus on what the future NEC development should be.

Amtrak has developed a $150 billion "Vision Plan" for future high-speed rail development in the NEC, much of it requiring new right-of-way. This plan is part of the range of alternatives that will be considered under the FRA's environmental analysis. New and faster rail service, and possible new alignments and rail station locations, will create opportunities for private sector financial investment, which will further grow the region's economy. The FRA plan will be completed by 2015, within the next authorization cycle for PRIIA, and future capital funding needs and policies to create private sector investment opportunities were discussed by the witnesses and Members of the Committee.

ACTIVITIES AND INVESTIGATIONS

Report Title: TSA Ignores More Cost-Effective Screening Model

Date: June 3, 2011

Purpose: The Committee Majority Staff investigated the basis and rationale for the January 28, 2011, decision by John Pistole, Administrator, Transportation Security Administration (TSA), to halt the expansion of the Screening Partnership Program (SPP), the comparative efficiencies of SPP and non-SPP screening, and the various screening models used in the international community.

Summary: After the September 11, 2001, terrorist attacks, Congress passed the Aviation and Transportation Security Act of 2001 (ATSA) (P.L. 107–71), creating the TSA to regulate aviation security standards, among other purposes. ATSA also created the SPP to allow TSA-certified contractors, under Federal supervision and

regulation, to conduct passenger and baggage screening at airports. The law provided airport authorities the option to "opt-out" of the Federal screening model. Since the creation of the SPP, a total of sixteen airports have chosen to opt-out of the Federal screening model and use private contractors for passenger and baggage screening.

On January 28, 2011, TSA Administrator John Pistole announced that he would not expand the SPP and denied pending SPP applications from five airports. Administrator Pistole's announcement marked the first time in the program's ten-year history that an airport had been refused participation in the statutorily mandated program. Covert testing, anecdotal information, and independent evaluation have shown that utilizing private screening professionals under Federal regulation and oversight is the better and more cost-effective security option.

The Committee Majority Staff conducted an investigation into the basis and rationale for Administrator Pistole's decision, the comparative efficiencies of SPP and non-SPP screening, and the various screening models used in the international community. As a result of this investigation, the Committee Majority Staff made several key findings:

1. Taxpayers would save $1 billion over five years if the Nation's top 35 airports operated as efficiently as San Francisco International Airport does under the SPP model.
2. SPP screeners are 65 percent more efficient than their Federal counterparts.
3. Taxpayers would save more than $38.6 million a year if Los Angeles International Airport joined the SPP.
4. TSA concealed significant cost factors unique to the Federal screening model.
5. TSA has hired 137,100 staff since the Agency's creation and spent more than $2 billion on recruiting and training costs.
6. "Clear and substantial advantage" for approving five airport applications existed and were ignored by TSA when TSA denied their application to the SPP.
7. TSA's SPP application and evaluation process is flawed.
8. TSA does not have specific criteria to determine if a "clear or substantial advantage" exists to order to evaluate SPP applications.
9. There is evidence that TSA officials erroneously claimed no communication with union representatives about the SPP.
10. TSA officials recommended abolishing the SPP.
11. Most of the rest of the world utilizes a SPP-like screening model at airports.

The Administration has often used cost as a justification for not promoting the SPP. In 2007, TSA claimed that SPP airports cost 17.4 percent more to operate than airports under the Federal security model. Committee Chairman John L. Mica requested that the Government Accountability Office (GAO) examine TSA's claim. As a result, GAO found that TSA's methodology for the cost assessment was flawed and identified multiple cost elements the Agency had excluded when performing the analysis. TSA then revised its cost assessment in January 2011 to reflect a three percent higher

operating cost at SPP airports than airports using Federal screeners. TSA's 2011 cost analysis has not been independently verified.

The Committee Majority Staff conducted their own cost analysis using three cost metrics that have been dismissed in previous cost comparisons conducted by TSA: screener productivity, screener turnover, and use of the National Deployment Force (NDF). Assuming that all other costs related to screening operations at the SPP and non-SPP airport are equal, the Committee Majority Staff found that SPP screeners are 65 percent more efficient than non-SPP screeners, and additional costs associated with ineffective workforce management were 42 percent higher than similar costs under the SPP model. The Committee Majority Staff produced its finding in a report released on June 3, 2011.

To see the report, please visit: *http://republicans.transportation.house.gov/Media/file/112th/Aviation/2011-06-03-TSA_SPP_Report.pdf*

Report Title: A Decade Later: A Call for TSA Reform

Date: November 16, 2011

Purpose: The Committee Majority Staff investigated TSA's operations ten years after its creation and provided recommendations to improve TSA operational efficiency.

Summary: In the wake of September 11, 2001, President George W. Bush signed into law the Aviation and Transportation Security Act (ATSA; P.L. 107–71). Most notably, ATSA created the Transportation Security Administration (TSA). TSA has a vital and important mission and is critical to the security of the traveling public. To fulfill its mission, TSA employs many hard-working, dedicated personnel. It is the government's responsibility, however, to direct the Agency's mission and prevent a cumbersome bureaucracy from inhibiting TSA's ability to address and adapt to changing security needs. Almost all western countries have evolved their airport screening systems to meet current aviation threats through Federal oversight of private contract screeners. The United States must also evolve to provide the most effective transportation security system at the most reasonable cost to the taxpayer.

This report is an examination and critical analysis of the development, evolution, and current status and performance of TSA ten years after its creation. Since its inception, TSA has lost its focus on transportation security. Instead, it has grown into an enormous, inflexible and distracted bureaucracy, more concerned with human resource management and consolidating power, and acting reactively instead of proactively. TSA must realign its responsibilities as a Federal regulator and focus on analyzing intelligence, setting screening and security standards based on risk, auditing passenger and baggage screening operations, and ensuring compliance with national screening standards.

As a result of the investigation, the Committee Majority Staff made several key findings:

1. With 21 other agencies housed within the Department of Homeland Security (DHS), the status and mission of TSA have gradually eroded to make the Agency a tangential and inert unit within DHS's massive structure.

2. The turnover of five Administrators in less than a decade, with periods of long vacancy between appointments, has obstructed TSA's ability to carry out its mission.

3. With more than 65,000 employees, TSA is larger than the Departments of Labor, Energy, Education, Housing and Urban Development, and State, combined. TSA is a top-heavy bureaucracy with 3,986 headquarters personnel and 9,656 administrative staff in the field.

4. Since 2001, TSA staff has grown from 16,500 to over 65,000, a near 400 percent increase. In the same amount of time, total passenger enplanements in the United States have increased less than 12 percent.

5. Since 2002, TSA procured six contracts to hire and train more than 137,000 staff, for a total of more than $2.4 billion, at a rate of more than $17,500 per hire. More employees have left TSA than are currently employed at the agency.

6. Over the past ten years, TSA has spent nearly $57 billion to secure the United States transportation network, and TSA's classified performance results do not reflect a good return on this taxpayer investment.

7. On average, there are 30 TSA administrative personnel—21 administrative field staff and nine headquarters staff—for each of the 457 airports where TSA operates.

8. TSA's primary mission, transportation security, has been neglected due to the Agency's constant focus on managing its enormous and unwieldy bureaucracy.

9. TSA has failed to develop an effective, comprehensive plan to evolve from a one-size-fits-all operation—treating all passengers as if they pose the same risk—into a highly intelligent, risk-based operation that has the capacity to determine a traveler's level of risk and adjust the level of screening in response.

10. TSA's operations are outdated—the primary threat is no longer hijacking, but explosives designed to take down an aircraft.

11. TSA's passenger and checked baggage screening programs have been tested over the years, and while the test results are classified, their performance outcomes have changed very little since the creation of TSA.

12. As recently reported by the Committee on Oversight and Government Reform, more than 25,000 security breaches have occurred at United States airports in the last decade, despite a massive TSA presence.

13. Even though most of the serious terrorist attempts against the United States in the last decade have originated overseas, the number of TSA personnel that oversee key international departure points with direct flights into the United States is limited.

14. TSA's behavior detection program, Screening of Passengers by Observation Techniques (SPOT), costs a quarter of a billion dollars to operate annually, employing almost 3,000 behavior detection officer full-time equivalents (FTEs). In spite of this costly program, the Government Accountability Office (GAO) found that 17 known terrorists traveled on 24 different occasions through security at eight airports where TSA operated this program.

15. TSA has tested numerous pilot programs for trusted travelers, including its current PreCheck program, but has failed to de-

velop an expedited screening program that utilizes biometrics to positively identify participants.

16. TSA has failed to follow Congressional directives to establish biometric credentialing standards and biometric card reader standards. These standards are necessary for the FAA to implement a Congressionally-directed requirement for biometric pilot licenses.

17. GAO found that TSA's implementation of the Transportation Worker Identification Credential (TWIC), which has cost over half-a-billion dollars, has been crippled by latent programmatic weaknesses. TSA still has not deployed TWIC card-readers to many of the Nation's ports.

18. On January 28, 2011, TSA Administrator Pistole halted the expansion of the Screening Partnership Program (SPP), despite the following evidence:

a. An independent consultant found that "private screeners performed at a level that was equal to or greater than that of Federal TSOs [Transportation Security Officers]."

b. GAO found that TSA analytics ignored critical data relating to costs.

c. USA Today uncovered covert TSA test results in 2007 that showed significantly higher screener detection capabilities at an SPP airport than at an airport where screening was provided by TSA.

19. The Nation's 35 largest airports account for nearly 75 percent of passenger traffic. TSA has failed to prioritize the deployment of in-line explosive detection systems (EDS) at these locations which would ensure the best baggage screening operations for a large portion of air travelers. Less than half of these 35 airports have complete in-line EDS, with some systems only configured to detect at TSA's 1998 explosive detection standards. Additionally, TSA has failed to reimburse airports for design costs incurred in the installation of in-line EDS.

20. TSA wasted $39 million to procure 207 Explosive Trace Detection Portals, but deployed only 101 because the machines could not consistently detect explosives in an operational environment. After lengthy and costly storage, TSA recently paid the Department of Defense $600 per unit to dispose of the useless machines.

21. TSA deployed 500 Advanced Imaging Technology (AIT) devices in a haphazard and easily-thwarted manner at a total cost of more than $122 million. By 2013, TSA estimates that the total cost to taxpayers for AIT deployment will reach almost half-a-billion dollars. In 2010, GAO examined the AIT devices and found that "it remains unclear whether the AIT would have detected the weapon used in the December, 2009 [Underwear Bomber] incident." While TSA continues to use AIT machines, the effectiveness of these devices in detecting explosives is still under review and remains questionable.

22. TSA warehouses are nearly at capacity, containing almost 2,800 pieces of screening equipment, including 650 state-of-the-art AT–2 carry-on baggage screening machines costing approximately $97 million. TSA's failure to deploy this cutting-edge technology in a timely manner is yet another example of the agency's flawed procurement and deployment program.

The Committee Majority Staff makes the following recommendations in the report:

1. TSA must act with greater independence from the DHS bureaucracy. Terrorists constantly evolve their methods, and TSA must have similar flexibility to respond quickly and appropriately to any intelligence it receives. Without this ability, TSA will continue to be a solely reactive and ineffective agency that cannot ensure the security of United States travelers.

2. The TSA Administrator's stature must be elevated. The constant turnover and long vacancy of this vital position has caused great disruption at TSA. With each new Administrator, there have been repeated changes in vision and direction of the Agency. In order for TSA to be an effective and successful Agency, it must have stable leadership that can make both short- and long-term plans for improving the Agency and providing effective and cost efficient aviation and transportation security. The TSA Administrator must be a priority appointment for the President, along with other agency heads and Cabinet-level Secretaries, and the length of the term of the TSA Administrator's appointment and compensation should be reexamined.

3. TSA must function as a Federal regulator, analyzing intelligence, setting screening and security standards and protocols based on risk, auditing passenger and baggage screening operations, and enforcing national screening standards. TSA needs to focus on analyzing and disseminating intelligence information, developing a regulatory structure to secure the critical interests of the United States transportation sector, and enforcing these regulations to maintain a standardized set of practices throughout the country.

4. TSA should expand and revise the Screening Partnership Program so that more airport authorities can transition airport screening operations to private contractors under Federal supervision.

5. The TSA Administrator must set performance standards for passenger and baggage screening operations based on risk analysis and common sense. Detailed, specific, articulated metrics by which TSA will measure screening performance are critical to effective airport security operations. Without a clear list of standards, TSA will not be able to adequately measure and systematically improve screener performance.

6. The number of TSA administrative personnel must be dramatically reduced. TSA's massive bureaucracy must be streamlined so that TSA can focus on analyzing intelligence and setting risk-based security standards without being bogged down by managing its bloated administration.

7. The number of TSA personnel stationed abroad and the number of TSA personnel that oversee key international departure points with direct flights into the United States and are engaged with other governments and organizations must be adjusted in order to effectively respond to the international threat to the United States transportation network.

8. TSA should require that the screening of all passengers and baggage on in-bound flights is equivalent to domestic screening standards. Rescreening passengers after an international flight

lands in the United States does not avert the risk to American citizens, while en route to the United States.

9. TSA must develop an expedited screening program using biometric credentials that would allow TSA to positively identify trusted passengers and crew members so that the agency can prioritize its screening resources based on risk. TSA will never be able to function as a truly risk-based organization until the agency can differentiate between passengers based on levels of risk.

10. TSA performance results should be made public after 24 months or when deemed appropriate for security purposes, so that passengers can know the level of security they receive. Public reporting of performance evaluations provides transparency and will incentivize TSA to operate at the highest standards.

11. A qualified outside organization must conduct a comprehensive, independent study of TSA's management, operations, and technical capabilities, and make recommendations to increase TSA's efficacy and its ability to better analyze intelligence and set risk-based, common sense security standards.

To see the report, please visit: *http://republicans.transportation.house.gov/Media/file/112th/Aviation/2011-11-16-TSA_Reform_Report.pdf*

Report Title: Airport Insecurity: TSA's Failure to Cost-Effectively Procure, Deploy and Warehouse its Screening Technologies

Date: May 9, 2012

Purpose: The Committee Majority Staff investigated TSA's management of its procurement, deployment, and storage of screening technologies

Summary: The terrorist attacks of September 11, 2001, led to dramatic reforms in how the Federal government protects the traveling public and the Nation's transportation sector. Securing commercial aviation became a top priority for Congress and resulted in the development and passage of the Aviation and Transportation Security Act of 2001 (ATSA). ATSA created the Transportation Security Administration (TSA) and directed the Agency to secure travelers through improved passenger and baggage screening operations. To successfully carry out its mission, TSA utilizes many layers of security, including screening technology.

This report is a critical examination and analysis of TSA's procurement, deployment, and storage of screening technologies. During the past ten years, TSA has struggled to cost-effectively utilize taxpayer funding to procure and deploy security equipment at the Nation's 463 airports where TSA provides screening operations. The report makes recommendations emphasizing TSA's need to more effectively develop its deployment strategy prior to the procurement of screening technologies. In addition, TSA must look for ways to reduce significant shipping costs for the thousands of pieces of equipment it deploys annually.

As a result of the investigation, the Committee Majority Staff made several key findings:

1. TSA is wasting hundreds of millions of taxpayer dollars by inefficiently deploying screening equipment and technology to commercial airports.

2. As of February 15, 2012, TSA stored approximately 5,700 pieces of security equipment in warehouses at TSA's Transportation Logistics Center (TLC) in Dallas, Texas.

3. As of February 15, 2012, the total value of TSA's equipment in storage was, according to TSA officials, estimated at $184 million. However, when questioned by Committee staff, TSA's warehouse staff and procurement officials were unable to provide the total value of equipment in storage.

4. TSA's annual costs for leasing and managing the TLC are more than $3.5 million.

5. Committee staff discovered that 85 percent of the approximately 5,700 major transportation security equipment currently warehoused at the TLC had been stored for longer than six months; 35 percent of the equipment had been stored for more than one year. One piece of equipment had been in storage more than six years—60 percent of its useful life.

6. Committee staff discovered that TSA had 472 Advanced Technology 2 (AT2) carry-on baggage screening machines at the TLC and that more than 99 percent have remained in storage for more than nine months; 34 percent of AT2s have been stored for longer than one year.

7. Committee staff estimate that the delayed deployment of TSA's state-of-the-art screening technologies has resulted in a massive depreciated loss of equipment utility at an estimated cost to taxpayers of nearly $23 million.

8. TSA warehouse staff was unable to provide the total annual cost for disposition of equipment.

9. The limited use of direct shipping from manufacturer to deployment location has resulted in the overutilization of the TLC and excessive annual deployment costs of between $50 and $100 million.

10. TSA is failing to effectively procure screening technology and equipment for use at commercial airports.

11. TSA knowingly purchased more ETDs than were necessary in order to receive a bulk discount under an incorrect and baseless assumption that demand would increase. TSA management stated: "[w]e purchased more than we needed in order to get a discount."

12. As of February 15, 2012, TSA possessed 1,462 ETDs in storage in its TLC warehouses. At approximately $30,000 per ETD, TSA's purchases equate to nearly $44 million dollars in excessive quantities of ETD machines.

13. 492 of the ETDs had been in storage for longer than one year.

14. When questioned, TSA officials were incapable of providing the deployment plan for these Explosive Trace Detectors.

15. TSA intentionally delayed Congressional oversight of the TLC and provided inaccurate, incomplete, and potentially misleading information to Congress in order to conceal the Agency's continued mismanagement of warehouse operations.

16. TSA willfully delayed Congressional oversight of the Agency's TLC twice in a failed attempt to hide the disposal of approximately 1,300 pieces of screening equipment from its warehouses in Dallas, Texas, prior to the arrival of Congressional staff.

17. TSA potentially violated 18 United States Code, Sec. 1001, by knowingly providing an inaccurate warehouse inventory report to Congressional staff that accounted for the disposal of equipment that was still in storage at the TLC during a site visit by Congressional staff.

18. TSA provided Congressional staff with a list of disposed equipment that falsely identified disposal dates and directly contradicted the inventory of equipment in the Quarterly Warehouse Inventory Report provided to Committee staff on February 13, 2012.

The purpose of this report is to offer constructive recommendations for the improvement of TSA's procurement, deployment, and storage of screening technologies. Specifically, the Committee Majority Staff makes the following recommendations:

1. Halt all equipment procurement unless there is a bona fide need.

2. Require an extensive review of the TSA's management of technology procurement, deployment, redeployment of screening technology.

3. Require an internal review performing a cost-benefit analysis of procurement and deployment for all screening technology.

4. Require TSA to formulate a deployment plan prior to procurement of all screening technology.

5. Require periodic reviews to ensure that TSA is effectively deploying screening technology.

6. Require that screening technologies must be reviewed and approved by an independent group of scientists. The independent group of scientists must be entirely impartial and objective.

7. Halt deployment of any screening technology prior to validation by an independent scientific community and a cost-benefit analysis for utilizing the screening technology.

8. Immediately implement—not simply concur with—all recommendations by the GAO related to the procurement, deployment, and storage of screening technology.

9. Increase the frequency of direct shipping from the equipment manufacturer to the deployment location to reduce excessive shipping costs.

10. Improve the management of technology deployment to limit excessive storage times and reduce the impact of technology depreciation.

11. Review and adjust TSA's policies to ensure compliance with Congressional oversight.

12. Ask the Department of Homeland Security Inspector General to review TSA's compliance with Congressional oversight during the 112th Congress.

13. Mandate a review of TSA's production of inaccurate and misleading documents (Quarterly Warehouse Inventory Report) to the House Oversight and Government Reform Committee, which is responsible for oversight of TSA, on February 13, 2012.

To see the report, please visit: *http://republicans.transportation.house.gov/Media/file/112th/Aviation/2012-05-09-Joint-TSA-Staff-Report.pdf*

Title: Amtrak Commuter Rail Service: The High Cost of Amtrak's Operations

Date: September 11, 2012

Purpose: The Committee Majority Staff investigated the high cost of Amtrak's Commuter Rail Service.

Summary: Recent years have seen an increase in commuter rail ridership and the number of routes in operation. From 2005 to 2010, ridership on commuter rail lines has increased more than 10 percent, or approximately 42 million passenger trips. In 2010, the Nation's commuter rail transportation system provided nearly 460 million passenger trips. With rising demand for service, it is critically important for commuter rail agencies to continue to look for ways to improve service while reducing costs. As a result, commuter rail agencies are looking to competitive contracting for commuter rail operations as a way to provide the highest level of service at the lowest costs.

This report examines the process and benefits of competitive contracting for commuter rail operations. It reviews the current number of active commuter rail operations contracts obtained through competitive processes, as well as the National Railroad Passenger Corporation's (Amtrak) role in this industry, and its effectiveness in competing with private rail operators.

As a result of the investigation, the Committee Majority Staff made several key findings:

1. Amtrak's inability to adapt its nationwide model for intercity passenger rail to commuter rail regional markets has led to its failure to secure a single commuter rail operations contract over the past ten years.

2. Since 2010, Amtrak's revenue from commuter rail service has decreased $59 million from $152 million to approximately $93 million.

3. The decision to compete out commuter rail operations rather than contract directly with Amtrak will save these six transit agencies $107.8 million over the life of these contracts. This resulted in a net savings of 11.5 percent.

4. Massachusetts Bay Transportation Authority—2002 Competition: After 17 years of continued operation of MBTA's commuter service, Amtrak withdrew from the competition and forfeited its single largest commuter rail contract.

5. North County Transit District Coaster Service—2005 Competition: After 10 years of operating the Coaster service between San Diego and Oceanside, California, Amtrak lost a competitive operating and maintenance contract, scoring lower in every evaluation category with a higher total cost.

6. New Mexico Rail Runner Express Service—2005 Competition: Amtrak's ineffective proposal had an average annual cost that was $1.25 million greater than Herzog.

7. Florida Tri-Rail—2007 Competition: Amtrak's proposal scored lower than Veolia for every evaluation criteria, including bid price that was 67 percent higher or $65.5 million more than Veolia's.

8. Virginia Railway Express (VRE)—2009 Competition: Amtrak failed to win the competition despite a complete understanding of the facilities, customers, agency's desires, and costs of operations.

9. Surprisingly, Amtrak's proposal included a $2.2 million dollar mobilization fee for a service it was already operating. Keolis' winning proposal included a mobilization fee of only $1.7 million

10. California Caltrain—2010 Competition: After Amtrak's nearly 20 year incumbency and a comprehensive understanding of Caltrain's service needs and operational demands, Amtrak's proposal scored 13 points lower than Herzog's at a cost of more than $1 million dollars more annually.

11. Amtrak spent millions of dollars on failed bids in response to commuter rail agency Requests for Proposals.

12. Amtrak spent more than $2.1 million in a failed legal attempt to sue Veolia and disgorge Veolia of its profits from the operation of the Florida Tri-Rail commuter service.

13. Amtrak's frivolous lawsuit against Veolia forced the private operator to spend nearly $3 million dollars to defend itself from Amtrak's federally subsidized pockets.

14. After Amtrak's failed bid to operate the Virginia Railway Express (VRE) in 2009, it reportedly interfered with the transition to the winning bidder, Keolis, so much so that VRE officials began exploring legal action that could be taken against Amtrak.

15. Amtrak's union allegedly told its workers they would be fired by Amtrak and blacklisted if they took a job with Keolis to operate Keolis's trains on the line.

16. Amtrak refused to allow VRE engineers to ride with Amtrak crews to learn the route.

17. Upon implementation of section 209 of PRIIA, States could potentially save, in aggregate, an estimated $91.3 million annually if they choose to compete out the operational services on the Amtrak State-supported intercity routes.

18. The potential savings of an estimated $91.3 million would cover much of the $120 million increase in costs that will be borne by these 19 States when section 209 of PRIIA is fully implemented in October 2013.

The purpose of this report is to offer constructive recommendations for the improvement of Amtrak's Commuter Rail Operations. Specifically, the Committee Majority Staff makes the following recommendations:

1. Amtrak should immediately cease expansion of its commuter rail operations and focus on its Congressionally mandated responsibilities and making the Northeast Corridor more cost efficient and effective.

2. All commuter rail agencies should consider the benefits of contracting out its operational services through a competitive bid process.

3. States should consider competing out the operational services on the State-supported routes upon implementation of section 209 of PRIIA.

4. Amtrak should not use its Federal funds to file, litigate, or otherwise pursue in any Federal or State court any cause of action against a passenger rail service provider arising from a competitive bid process in which Amtrak and that passenger rail service provider both participated.

5. Amtrak should not interfere in the transition to a new passenger rail provider and should actively cooperate with the incoming passenger rail providers and the public commuter rail agencies throughout the transition.

To see the report please visit: *http://republicans.transportation.house.gov/Media/file/112th/Railroads/Amtrak_Commuter_Rail_Competition_Report_FINAL.pdf*

Title: TSA Labor Agreement: Distraction from Core Mission

Date: November 9, 2012

Purpose: The Committee Majority Staff investigated the specific provisions of the labor contract between the American Federation of Government Employees, which represent baggage screeners, and the Transportation Security Administration.

Summary: In February of 2011, Transportation Security Administration (TSA) Administrator John Pistole announced that TSA employees, should they elect a union to represent them, would be eligible to engage in collective bargaining. As a result of that decision, in August 2012 the TSA announced that it had negotiated an agreement with the American Federation of Government Employees (AFGE)—the union representing TSA screeners. The new collective bargaining agreement provides few real benefits to TSA employees and only further diverts focus from TSA's core functions of analyzing intelligence and ensuring the security of air travelers. TSA's contract with AFGE representing 45,000 screeners is the largest Federal bargaining unit agreement since World War II.

The mission of the TSA is to protect the Nation's transportation systems to ensure freedom of movement for people and commerce. Rather than focus on this core mission, TSA has spent months negotiating a collective bargaining agreement that does very little to improve the organization of the TSA, but does succeed in increasing costs to tax payers. This new agreement focuses on inconsequential minutiae while providing limited benefits to the screeners. In the end, the TSA will only find itself furthered bogged down by its enormous and now convoluted human resource operation.

Unfortunately, TSA screeners will see few true benefits from this new collective bargaining agreement and once again the focus of the Agency will be not on ensuring transportation security, but on whether a screener is allowed to expose a tattoo and what kind of patch or shirt can be used to cover tattoos. The agreement that TSA Administrator John S. Pistole said "represents a significant milestone in our relationship with our employees," includes directions on how long tie bars can be and their color, as well as when a baseball cap can be worn, the brim direction and the patch allowed.

TSA needs to devote its resources to reviewing the latest intelligence, analyzing threat risks, developing the best security standards, and auditing screener performance—not managing a bloated personnel system and worrying about whether screeners can wear their uniforms into bars and while standing at a craps table.

The Administration's decision to grant collective bargaining rights to one of the largest blocks of Federal employees is expected to add millions annually to the cost of TSA operations, and continue to distract the Agency away from its important security mission. A labor agreement focused on cosmetics does not ensure screener job satisfaction or increase the efficiency and effectiveness of airport screening operations; rather it only serves as another diversion from ensuring the security of the traveling public.

As a result of the investigation, the Committee Majority Staff made a number of findings on the TSA/AFGE Collective Bargaining Agreement:

1. After approximately seven months of intense negotiation, TSA reached an agreement with AFGE that provides few true benefits to screeners and diverts TSA's focus from its core functions of analyzing intelligence and ensuring the security of air travelers. The Agreement continues the Agency's unfettered growth into an enormous and inflexible bureaucracy with an ever-expanding number of managers. TSA's focus on consolidating power and human resource management is an unnecessary distraction from its core mission of transportation security.

2. The union agreement does not affect security operations, but it does get into trivial detail about uniforms and screener appearance. The following is a list of some of the provisions included in the TSA's "historic" labor agreement:

a. Employees cannot wear uniforms while gambling or consuming alcoholic beverages.

b. Uniforms can be worn to buy a cup of coffee or go grocery shopping while commuting.

c. Employees can wear baseball caps with the brim facing forward, and the cap must be navy blue in color with the DHS or TSA patch affixed to the front of the cap.

d. Tattoos are not allowed and must be covered by a plain, single-colored royal blue acceptable band or sports sleeve that does not detract from the uniform.

e. Employees can wear tie tacks, but they cannot exceed ½ inch diameter and must be plain gold or silver in color.

f. Employees tie bars must not exceed 3/8 inch in width and be plain gold or silver tone metal.

g. Employees' uniform allowance increases to $446 annually.

h. The only jacket that can be worn at a security checkpoint is the "Ike" jacket (named after former President Dwight David Eisenhower). TSA will offer each employee a onetime subsidy for the purchase of an Ike jacket. Management will permit employees who serve as Union officials to wear an AFGE pin to be designed and paid for by the Union and subject to advanced TSA review and approval.

3. The increased uniform allowance included in the labor agreement for TSA screeners of $446 annually now dramatically exceeds the one-time uniform allowance for a combat Marine Lieutenant of $400. The cost to taxpayers of the increase in the TSA screeners' uniform allowance is an estimated $9.63 million annually. Additionally, the collective bargaining agreement confirms that the TSA will be allowing, and paying, employees to serve official time on a full-time basis for the Union. The cost of these types of work arrangements is not known.

To see the report please visit: *http://republicans.transportation.house.gov/Media/file/112th/Aviation/TSA%20Labor%20Report.pdf*

Subcommittee on Aviation

To date, the Subcommittee on Aviation, chaired by Congressman Thomas Petri (R–Wisconsin), with Congressman Jerry Costello (D–

Illinois) serving as Ranking Member, held 12 hearings, eight Member's roundtables, and a Classified Members' Briefing by the Government Accountability Office (GAO) on the Transportation Security Administration's (TSA) airport checkpoint screening.

The Subcommittee developed major legislation, H.R. 658, the FAA Reauthorization and Reform Act of 2011, to reauthorize and reform the programs, funding, and organization of the Federal Aviation Administration (FAA), and to provide $59.7 billion over four years for FAA programs. H.R. 658 passed the House on April 1, 2011. The Senate had previously passed its FAA Reauthorization bill, so the Senate and the House held pre-conference meetings and negotiations in order to reconcile the differences between their two bills. House conferees were named and a formal conference meeting was held on January 31, 2012.

On February 14, 2012, H.R. 658 became Public Law 112–95. This law provides responsible funding for FAA safety programs, air traffic control modernization (NextGen) efforts, and operations through 2015, and holds spending at fiscal year 2011 levels through fiscal year 2015 ($63 billion over four years). Public Law 112–95 provides long-term stability for the aviation industry, and creates the environment to allow for the creation of high-paying and sustainable jobs. This law also accelerates deployment of NextGen technologies, and reforms FAA's oversight of NextGen, ensuring responsibility and setting milestones and metrics. Finally, it provides for unprecedented reform of the National Mediation Board; limits efforts by the Administration to over-regulate industry, including the lithium battery industry; reforms the Essential Air Service (EAS) program by eliminating the most egregious subsidies; establishes a balanced inspection regime for repair stations; establishes a process to address outdated and obsolete FAA air traffic control facilities; and enacts airline passenger improvements and protections.

The Subcommittee also developed major legislation, H.R. 2594, the European Union Emissions Trading Scheme Prohibition Act of 2011 to prohibit United States air carriers and other aircraft operators from participating in the European Union (EU) Emissions Trading Scheme (ETS). On October 24, 2011, the House passed H.R. 2594. On December 7, 2011, S. 1956, the Senate companion legislation to H.R. 2594, was introduced in the Senate. On September 22, 2012, S. 1956 passed the Senate with an amendment. On November 13, 2012, the House passed S. 1956, the European Union Emissions Trading Scheme Prohibition Act of 2011, as amended by the Senate. On November 27, 2012, S. 1956 was signed by the President and became Public Law 112–200.

The Committee also reported out S. 1335, the Pilot Bill of Rights. This bill was introduced in the Senate on July 6, 2011. A companion bill (H.R. 3816) was introduced in the House on January 14, 2012. S. 1335 was passed by unanimous consent in the Senate on June 29, 2012. It was taken up by the House and passed by voice vote under Suspension of the Rules on July 23, 2012. It was signed by the President on August 3, 2012, and became Public Law No. 112–153.

HEARINGS

Title: FAA Reauthorization of 2011: FAA Administrator

Date: February 8, 2011

Purpose: Received testimony on the reauthorization of the FAA. The hearing covered issues of funding and financing the Airport and Airway Trust Fund, which helps fund the development of a nationwide airport and airway system. The Trust Fund also funds FAA investments in air traffic control facilities and airport grants, thereby creating jobs.

Summary: The Subcommittee heard testimony from Administrator Randy Babbitt who testified on the importance of a long term reauthorization act, and offered his viewpoint on the issues to be addressed in the reauthorization bill. The hearing discussed the FAA's Facility and Equipment (F&E) program, which includes development, installation, and transitional maintenance of navigational and communication equipment to support aviation operations. The hearing looked at safety issues, commercial service to small communities through the Essential Air Service (EAS), and the importance of Next Generation Air Transportation System (NextGen) to the future of aviation. The hearing also explored issues related to FAA regulation of the aviation industry and the importance of a long-term FAA bill to ensure a steady source of funding and create jobs.

Title: FAA Reauthorization of 2011: Stakeholders

Date: February 9, 2011

Purpose: Received testimony on the reauthorization of the FAA from aviation stakeholders.

Summary: The Subcommittee heard testimony from airport and airline associations, labor unions, and manufacturers' associations. The seven witnesses testified on the importance of a long term reauthorization act and offered their advice on the issues to be addressed in the reauthorization process. The hearing covered issues of funding and financing for the EAS Program and the Airport and Airway Trust Fund. The hearing discussed the importance of NextGen and the need to continue its implementation to remain competitive in the global marketplace in addition to addressing looming issues related to congestion and environmental impacts. The hearing addressed safety concerns, labor issues, and standardization of regulation interpretation. The hearing also explored areas where the industry believed there was excessive or unnecessary regulation that negatively impacted the ability of industry to grow economically and create jobs.

Title: Roundtable—A Discussion of Airports and Fixed-Based Operator Issues

Date: June 15, 2011

Purpose: Discussed various issues regarding the relationship between airports and fixed-based operators (FBOs), including competition, the use of both Federal and private funds, and leases, as well as other issues.

Summary: Earlier this Congress, Congressman John Duncan (R-Tennessee) introduced H.R. 1474, the Freedom from Competition Act of 2011, which would prohibit any entity receiving Federal funding from using these funds to compete with a private business. This legislation resulted in debate on legislation's impact on the relationship between airports and FBOs. The Aviation Subcommittee

invited representatives from associations representing FBOs and airports to discuss the issues.

Title: GPS Reliability: A Review of Aviation Industry Performance, Safety Issues, and Avoiding Potential New and Costly Government Burdens

Date: June 23, 2011

Purpose: A joint hearing on Global Positioning System (GPS) Reliability by the Subcommittees on Aviation and Coast Guard and Maritime Transportation to receive testimony on stakeholder concerns with GPS interference, the implications of that interference on GPS reliability, NextGen, aviation job creation, and the potential remedies to GPS interference.

Summary: The Federal Communications Commission (FCC) is considering an application by a company called LightSquared to build nationwide broadband internet infrastructure. LightSquared has applied to have high-power internet broadcast stations across the country on the spectrum neighboring the low-powered GPS signal. A broad coalition of industry stakeholders who use GPS, including almost all of the aviation groups, have expressed concern the high-powered broadband signal will overpower and disable critical GPS navigation and timing functions. Initial testing by the Department of Defense (DoD) and DOT has validated some of these interference concerns. There are similar concerns related to how GPS interference might impact maritime safety. The Subcommittees will hear testimony from DOT, the DoD, the Coast Guard, LightSquared, the RTCA Inc., and representatives of airlines, manufacturers, and general aviation.

Title: European Union's Emissions Trading Scheme: Violation of International Law

Date: July 27, 2011

Purpose: The hearing focused on the unilateral actions of the European Union (EU) in applying their Emissions Trading Scheme (ETS) to all civil aviation operations; the EU's actions and international law; and the impact of the EU's ETS on United States operators, the competitiveness of the aviation industry, and aviation jobs.

Summary: The EU's ETS began in 2005 with the capping of emissions of carbon dioxide from more than 10,000 stationary sources within the EU. Under the ETS, the EU auctions a specified number of emissions allowances for each multi-year period, and distributes a certain number of allowances for free. Starting in January, 2012, civil aviation operators landing in or departing from the EU will be included in the ETS. This means that all segments of international flights to, within, and from the EU by American air carriers would be subject to the ETS, including those portions over the United States, Canada, and international waters. The United States government has filed its objection to the implementation of the EU ETS and believes that International Civil Aviation Organization (ICAO) is the appropriate forum to address climate change. The United States is not alone in its opposition. There is virtually universal international opposition to the implementation of the ETS. The Subcommittee received testimony from the Federal government and industry witnesses regarding the EU ETS.

Title: Roundtable—European Union's Emissions Trading Scheme
Date: September 21, 2011
Purpose: As a follow-up to the Subcommittee's Hearing in July regarding the European Union's Emissions Trading Scheme (EU ETS), the Subcommittee held a roundtable to be briefed on and discuss what actions had been taken by the United States Government, and to learn how discussions between the United States and the EU had progressed since the hearing. The Subcommittee invited representatives from the Department of Transportation (DOT), Federal Aviation Administration (FAA), and the Department of State to receive an update on actions regarding the EU ETS.
Summary: The European Union has proposed the application of its Emissions Trading Scheme to civil aviation operators landing in or departing from the EU. This application of the ETS is a unilateral and illegal action by the EU that would result in American air carriers having to buy emissions allowances for all segments of a flight, not just segments of the flight over EU Member States. In July, the Subcommittee held a hearing to discuss the EU's actions and international law; and the impact of the EU's ETS on American operators, the competitiveness of the aviation industry, and aviation jobs. Since the hearing, actions have been taken by other countries and the United States related to the EU's ETS. The roundtable discussed the measures that have been taken by the DOT, State Department and FAA, as well as the ongoing negotiations between the concerned United States Federal agencies and the EU. The actions of other countries in opposition to the EU ETS were also discussed.

Title: Comprehensive Review of FAA's NextGen Program: Costs, Benefits, Progress, and Management
Date: October 5, 2011
Purpose: An oversight hearing on the Next Generation Air Traffic Control System (NextGen) by the Subcommittee on Aviation to receive testimony on benefits, costs, and the progress of NextGen implementation.
Summary: To meet future demands of air traffic on the National Airspace System (NAS), the Federal Aviation Administration (FAA) is in the process of upgrading the current system of air traffic navigation and control via ground based navigation stations and radar to a modernized system that utilizes Global Positioning System (GPS) technology to provide navigation and separation. This project involves many different stakeholders from both the government and the private sector, and will provide many benefits from reduced flight time and congestion to environmental benefits from reduced emissions.

The Subcommittee received testimony from the FAA, the Department of Transportation Inspector General's (DOT IG) office, the Government Accountability Office, the Air Line Pilots Association, the National Business Aviation Association, the Air Transport Association, and Deloitte, LLC. While the benefits from the NextGen project were not disputed, the problems in the execution of implementing such a large program were highlighted, primarily by the DOT IG. The project involves many individual components coming together to form one large system, and delays to those individual

systems prohibit the benefits from the NextGen project from being realized. Those delays seem to not be as a result of a lack of funding, but rather from poor management from the FAA.

The Subcommittee will use the testimony and problems as highlighted by the witnesses to continue to provide oversight of the entire NextGen project. The management problem in implementing NextGen systems is of particular concern to the Subcommittee, and soon to be enacted legislation will provide strict deadlines for implementing NextGen systems as well as help address the management issues that are adversely affecting implementation of the overall system.

Title: Roundtable—A Discussion of Helicopter Issues: Air Tours, Safety Concerns and Noise

Date: October 27, 2011

Purpose: The Subcommittee met for a general discussion on helicopter issues, specifically addressing air tours, safety concerns, and noise over residential areas. The roundtable provided an opportunity for Members to learn about important helicopter issues and progress that has been made over the years to improve helicopter safety. The Helicopter Association International, Federal Aviation Administration, and National Transportation Safety Board all participated in the roundtable. Additionally, the Subcommittee invited three Members who are not on the Committee on Transportation and Infrastructure to participate in the discussions given their interest in the topic.

Summary: Helicopters play a unique and diverse role within the aviation system, providing a variety of services in a range of different environments. The unique nature of helicopter operations means they come with their own set of operational issues. In 2007, the FAA issued a final rule which set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights. In the opinion of both Federal agencies and industry, the rule has greatly improved the safety of helicopter air tour operations. In addition, concerns about helicopter noise over residential areas was discussed. The roundtable provided an opportunity for Members and industry to discuss concerns regarding helicopter operations and to allow all interested parties to continue to work together in the future to address ongoing helicopter noise issues.

Title: Roundtable—Terminal Area Safety

Date: November 17, 2011

Purpose: The Subcommittee met in an informal setting to discuss the rise in terminal area air traffic control safety incidents in which aircraft pass too close to one another.

Summary: Over the last few years, the number of incidents in which aircraft in terminal area airspace have gotten within too close proximity to one another as a result of air traffic controller errors has spiked at an alarming rate. The Federal Aviation Administration (FAA), during this same period of time, created two programs that are designed to better report and record terminal area safety incidents. Members and aviation safety stakeholders met to discuss whether the spike in incidents is because of the implementation of these new programs, or if there had been serious erosion in air traffic control safety.

The Subcommittee Members met with representatives from the FAA, the Government Accountability Office (GAO), the Department of Transportation Inspector General (DOT IG), the National Air Traffic Controllers Association (NATCA), and the FAA Managers Association. While the FAA and NATCA believe that the rise in reported incidents is because of the reporting programs the FAA is implementing, the DOT IG and the GAO have released reports recently that suggest that the new programs are not the sole explanation for the increase in reported operational errors. The Subcommittee Members will use the information gained during the roundtable to take a closer look at terminal area safety and continue to monitor the implementation of the FAA's reporting programs.

Title: A Review of Issues Associated with Protecting and Improving our Nation's Aviation Satellite-based Global Positioning System Infrastructure

Date: February 8, 2012

Purpose: The Subcommittee received testimony on how to best protect the Global Positioning System (GPS) infrastructure from disruption by incompatible uses of radio spectrum near the spectrum used by GPS.

Summary: The Subcommittee heard testimony from government and industry witnesses on GPS disruption and how to protect aviation users from the effects of GPS disruption. As the FAA transitions to the Next Generation Air Traffic Control System (NextGen), the safety and efficiency of the National Airspace System will become even more dependent on a reliable GPS infrastructure. High demand for radio spectrum to be repurposed for use by broadband internet providers led the Federal Communications Commission to consider repurposing spectrum adjacent to GPS. At the hearing, Deputy Secretary of Transportation John Porcari testified to the damaging incompatibility of the proposed new use, and testified that the Department of Transportation would work with the National Telecommunications and Information Agency to establish radio spectrum interference standards that broadcasters would be required to comply with so as to avoid future potential disruptions to GPS. Industry witnesses concurred with the Deputy Secretary's assessment of the FCC's proposed new use of spectrum, and agreed that GPS radio spectrum must be protected.

Title: Roundtable—European Union's Emission Trading Scheme

Date: March 28, 2012

Purpose: The Subcommittee met in an open, but informal setting to discuss the European Union's (EU) Emissions Trading Scheme (ETS) and its impact on the United States aviation industry, international law, and global trade.

Summary: The Subcommittee discussed with representatives of the State Department, Department of Transportation, aviation industry and labor the impact of and possible steps to be taken against the implementation of ETS to American air operators. In 2011, the Subcommittee held a hearing and a roundtable addressing the implementation of the EU's illegal and unilateral ETS and the steps that the United States government and industry have taken in opposition. Beginning in January, 2012, the EU's ETS

began to take effect on all American air carriers. This roundtable was a discussion on actions taken by the government and industry since the last roundtable in September, 2011. In addition, the participants discussed possible actions to be taken going forward in response to the implementation of the ETS.

Title: Roundtable—NextGen Benefits and Coalition Building
Date: April 18, 2012
Purpose: The Subcommittee met in a roundtable forum to discuss the benefits airports and communities will enjoy with the Federal Aviation Administration's (FAA) NextGen program. The purpose was to publicize benefits to incentivize participation in the NextGen program. With NextGen initiatives in place, the FAA claims improved airspace efficiency for operators, and reduced costs for the government.
Summary: The Subcommittee met in an informal setting to hear from the FAA, the Government Accountability Office, the Port Authority of New York/New Jersey, JetBlue Airlines, and Airports Council International regarding the most desirable NextGen benefits for airports. Because the FAA will redesign airspace routes under NextGen, stakeholder buy-in will be critical to the process moving forward. In the past, FAA efforts to redesign airspace have met opposition. The FAA and airport officials stated that with the aggregate benefits associated with NextGen improvements, communities around airports will see improvements. Participants also discussed the aggregate economic benefits communities will see with NextGen as a result of the improved capacity at airports.

Title: Review of Aviation Safety in the United States
Date: April 25, 2012
Purpose: The Subcommittee received testimony on the safety of the United States aviation system and the Federal Aviation Administration's (FAA) oversight of the system. The hearing covered a broad spectrum of safety issues from operational errors, FAA oversight of repair stations, implementation of the pilot training requirements from Aviation Safety and Federal Aviation Administration Extension Act of 2012, and terminal area safety concerns.
Summary: The Subcommittee heard testimony from the FAA, government, labor, industry, and other stakeholders as part of its continuing oversight of the safety of the aviation system. The witnesses emphasized the high level of safety that the United States aviation system is experiencing; however witnesses agreed that there is always room for improvement when it comes to safety. The Department of Transportation Inspector General (DOT IG), Government Accountability Office (GAO), and the FAA discussed the recent rise in operational errors and runway incursions, and potential causes and remedies of them. The witnesses discussed the FAA's changed approach to safety oversight, and its reliance upon a data collection systems and analysis. The witnesses addressed the progress the FAA has made in implementing the changes to pilot training that were contained in the Aviations Safety and Federal Aviation Administration Act of 2012. The witnesses also addressed the FAA's safety oversight of the aviation system, and presented areas where they believed FAA oversight could be improved.

Title: Roundtable—FAA's Airport District Office Reorganization Plans

Date: April 27, 2012

Purpose: The Subcommittee, in conjunction with Congressman Howard Coble (R–North Carolina) and the North Carolina Congressional Delegation, met in an informal setting to discuss the Federal Aviation Administration (FAA) Airport District Office reorganization plans.

Summary: Early in 2011, the FAA announced a proposal to reorganize their Airport District Offices (ADOs) in order to save money and streamline operations. Under the proposed plan, the State of North Carolina's ADO would change from Atlanta, Georgia to Memphis, Tennessee. The Members from North Carolina raised concerns about this proposal. They cited increased travel costs and the loss of longstanding relationships with current Atlanta ADO employees as their primary objections to the proposal. Also, the North Carolina delegation were concerned that some of the unique environmental conditions that exist in North Carolina were best handled through their longstanding relationship with the Atlanta ADO. The FAA was on hand and made their case for the proposed ADO reorganization, explaining how the streamlined operations would save money through decreased labor costs without sacrificing customer service. All sides agreed to continue working together to reach a solution that would allow the North Carolina airports to continue to voice their concerns and receive the best service possible while also allowing for the FAA to realize the cost savings through the ADO reorganization.

Title: A Review of FAA's Efforts to Reduce Costs and Ensure Safety and Efficiency Through Realignment and Facility Consolidation

Date: May 31, 2012

Purpose: An oversight hearing on the Federal Aviation Administration's (FAA) facility consolidation and realignment plans and efforts.

Summary: Given the age and condition of FAA facilities, the state of the Federal budget and need for cost savings, facility and infrastructure needs with the implementation of NextGen, and the planning requirements included in the recently enacted FAA Modernization and Reform Act of 2012, the FAA must pursue facility consolidation and realignment plans and efforts. The FAA is responsible for operations (such as controlling traffic) at all 542 terminal facilities. FAA uses its own staff at 292 of the facilities and contractors for the 250 contract towers. The FAA is responsible for physically maintaining or replacing 402 of the 542 facilities. The remaining 140 facilities are the responsibility of someone else—an airport authority, local government, private company, etc. Of the 402 facilities that the FAA is responsible for maintaining, the FAA owns 338 facilities and has agreements to maintain 64 facilities that are staffed by FAA employees.

In 2008, the Department of Transportation Inspector General (DOT IG) reported that while the average facility has an expected useful life of approximately 25 to 30 years, 59 percent of FAA facilities were over 30 years old. During its audit, the DOT IG observed obvious structural deficiencies and maintenance-related issues at

several locations. These included water leaks, mold, tower cab window condensation, deterioration due to poor design, and general disrepair. In addition to age and disrepair, the FAA has conducted numerous studies indicating the need to realign, consolidate and co-locate air traffic control facilities as the air traffic control system is modernized (NextGen). The recently enacted FAA Modernization and Reform Act of 2012 includes a provision which requires the Administrator to develop, in conjunction with the Chief NextGen Officer and Chief Operating Officer, a National Facilities Realignment and Consolidation Report within 120 days of enactment.

Despite its understanding of the need to make decisions on facility requirements and to move ahead with realignments, and consolidations, the FAA has previously met parochial political resistance from Congress, and at times, its own workforce. If the FAA is to successfully implement NextGen and see the expected cost savings, cost avoidances, and safety improvements, it must work with labor, industry, and other stakeholders to develop clear facility requirements and sound business cases; comply with the mandates of the recently enacted Reform Act; and move ahead with needed realignments, consolidations, and maintenance plans in an expedited fashion.

Title: Roundtable—A Review of Airline Ancillary Fees
Date: June 27, 2012
Purpose: A Roundtable to discuss airline ancillary fees and their impact on the travelling public.
Summary: Members of the Subcommittee met with witnesses from the Department of Transportation as well as representatives of airlines, travel industry, and consumer advocacy groups in a closed setting to discuss the impact that airline fees are having on passengers and the airline industry. Ancillary fees have become a new reality, particularly with the razor thin profit margins currently seen in the airline industry. However, there is growing interest in ensuring proper transparency so that consumers can make educated decisions. There was agreement that the industry must ensure consumers have access to information when purchasing their tickets. How that is achieved must be resolved within the business community and the marketplace. Stakeholders participating in the roundtable, from airlines, travel industry, and consumer advocacy groups, agreed to work together to find ways to better inform consumers about what the fees are and how much their total flight will cost when the fees are included.

Title: A Review of the FAA's Contract Tower Program
Date: July 18, 2012
Purpose: An oversight hearing to review the Federal Aviation Administration's (FAA) Contract Tower Program and receive testimony on the Department of Transportation Inspector General's (DOT IG) audit of the FAA's Contract Tower Program.
Summary: Under the Contract Tower Program, the FAA contracts with private entities to provide air traffic control services at Visual Flight Rules (VFR) airports. The program is intended to reduce the cost of air traffic control services and to enhance aviation safety by providing air traffic services at airports where Federally-staffed towers would not be cost effective. Currently, 250 airports

in over 45 states participate in the program. Contract towers handle approximately 28 percent of all air traffic control tower aircraft operations in the United States, but account for just 14 percent of FAA's overall tower operations budget.

In 2003, the DOT IG issued a report that provided an independent analysis of comparable cost and safety data at FAA-staffed towers and contract towers. According to the 2003 DOT IG report, both contract towers and FAA-staffed towers had error rates that were well below FAA's fiscal year 2002 overall average of 6.70 operational errors for every million operations handled.

The July hearing explored the DOT IG's work updating the 2003 report. The DOT IG again provided an independent analysis of comparable cost and safety data at FAA-staffed towers and contract towers. Once again, DOT IG's work demonstrated that contract towers were just as safe and cost less to operate than comparable FAA-staffed towers.

The 2012 DOT IG study of FAA contract towers compared 240 contract towers and 92 FAA towers. The 92 FAA towers were towers that the FAA identified as comparable in terms of total operations. The IG found that in fiscal year 2010 contract towers reported both a lower number and rate of safety incidents than the FAA towers. There was some discussion of reporting requirements at FAA contract towers and the need to include contract controllers in the voluntary reporting program adopted by the FAA and controllers' union for FAA-staffed towers.

In making cost comparisons during the 2012 contract tower work, the DOT IG selected 30 contract towers and compared them to 30 FAA towers with similar air traffic densities. The IG evaluated the fiscal year 2010 operating cost for each to determine the cost difference on a per year basis. Based on this sample, the IG determined that the average cost to operate a contract tower in fiscal year 2010 was about $537,000, compared to about $2.025 million to operate an FAA tower, a difference of $1.488 million.

The subcommittee also heard from the FAA, the National Air Traffic Controllers Association, and representatives of the Contract Tower Association and the general aviation industry.

Title: A Review of and Update on the Management of FAA's NextGen Program

Date: September 12, 2012

Purpose: To discuss the management and status of FAA's NextGen program.

Summary: The United States air transportation system transports roughly 730 million passengers each year, and combined with general aviation activity, results in roughly 70,000 flights over a 24-hour period. These numbers are expected to significantly increase over the next 10 to 15 years. However, air traffic controllers and pilots use communication, navigation, and surveillance technologies that are outdated and inefficient, not so different from what was used during World War II.

To transform the Nation's air traffic control system, the Federal government has invested billions of dollars in a modernization program, known as NextGen. NextGen includes programs to improve voice communications, enhance situational awareness, and increase efficiency. Since 2007, the FAA has spent nearly $3.7 billion to im-

plement NextGen. The FAA has also invested in NextGen-enabling programs such as En Route Automation Modernization (ERAM). Although ERAM predates NextGen, it is widely accepted that you cannot have NextGen without ERAM. The FAA is currently spending on average $21 million per month to implement ERAM.

Taxpayer investments in NextGen are made with the promise of providing benefits, such as optimizing performance and improving operational productivity in the National Airspace System. Ultimately, this will increase capacity and efficiency and lower costs to airlines and consumers alike. Unfortunately the FAA has been slow to deliver on its promised benefits.

The FAA Modernization and Reform Act (P.L. 112–95) is the single largest reform of NextGen. This law establishes a new leadership position within the FAA, requires the FAA to create performance metrics, develop avionics equipage incentives, and keep Congress apprised of its progress. It also contains numerous deadlines and reporting requirements, which the FAA has missed.

Given the significant taxpayer investment, FAA's inability to properly implement NextGen and NextGen-enabling programs and deliver promised benefits, and their outright failure to meet deadlines and other requirements set in law, the subcommittee held a hearing to hear from the FAA, government auditors and industry representatives on the status of NextGen and to explore FAA's management of this critical program.

As NextGen is an ongoing program with enormous Federal investment, this hearing was the latest in a series of oversight hearings held by the subcommittee to receive testimony on the status of this vitally important infrastructure program.

Title: Economic Impact and Future Management of Ontario (California) International Airport

Date: September 27, 2012

Purpose: To discuss the economic impact of and future plans for the LA/Ontario International Airport.

Summary: The LA/Ontario International Airport (Ontario Airport) dates back to 1923. In 1967, the City of Ontario signed an agreement with the City of Los Angeles Department of Airports to make Ontario Airport a part of Los Angeles' regional airport system. In 1985, ownership of Ontario Airport was transferred to the Los Angeles Department of Airports (now called Los Angeles World Airports or LAWA).

A recent review of the Ontario International Airport operations has shown that passenger enplanements and landed cargo has declined in the past decade. Currently, there is an effort under way to transfer ownership of Ontario Airport from the City of Los Angeles to a new airport authority made up of representatives of the City of Ontario, the County of San Bernardino, and other stakeholders. The Subcommittee held a hearing in Ontario City Hall in California to hear from local stakeholders on the impact the transfer would have on Ontario International Airport and the local community.

Title: How Best to Improve Our Nation's Airport Passenger Security System Through Commonsense Solutions

Date: November 29, 2012

Purpose: To look at the impact that the Transportation Security Administration (TSA) regulations and policies have on the aviation passenger experience and the free flow of aviation commerce.

Summary: Since its inception in 2001, the Transportation Security Administration has been responsible for the day to day screening of commercial aviation passengers and their luggage. The TSA is also responsible for developing screening procedures, and the hiring, training, and oversight of screening personnel. This responsibility has a direct impact on the aviation passenger experience and the free flow of aviation commerce.

Consumer advocacy groups have conducted surveys of passengers and discovered while a majority of fliers report an overall positive experience in flying, their most negative ratings go to security procedures. In addition, the surveys found that passengers would take one or more additional trips each year if the security procedures were improved. The aviation industry contributes roughly five percent of the United States' gross domestic product; therefore any negative impact on the aviation industry has a negative impact on the United States economy. Over the last decade, the TSA has taken steps to modify its screening procedures to adapt to intelligence, public feedback, and new technologies.

The Subcommittee heard from government, industry, labor and consumer representatives on their assessment of TSA's screening policies and procedures and the impact they have on the passenger experience as well as aviation commerce. The Subcommittee also explored commonsense solutions proposed by the witnesses on how TSA policies can be altered to improve the passenger experience.

LEGISLATION

Title: FAA Modernization and Reform Act of 2012

Public Law Number: P.L. 112–95 (February 14, 2012)

Bill Number: H.R. 658 (passed House on April 1, 2011)

Summary: The FAA Modernization and Reform Act of 2012 (FMRA) provides responsible funding for Federal Aviation Administration (FAA) safety programs, air traffic control modernization (NextGen) efforts, and operations through 2015, and holds spending at fiscal year 2011 levels through 2015 ($63 billion over four years). It provides a total of $13.4 billion over the life of the bill for airport infrastructure projects, creating much needed jobs. FMRA provides long-term stability for the aviation industry, and creates the environment to allow for the creation of high-paying and sustainable jobs. This law also accelerates deployment of NextGen technologies, and reforms FAA's oversight of NextGen, ensuring responsibility and setting milestones and metrics. It addresses redundancies in positions and policies of the FAA and eliminates them, and also consolidates and realigns FAA air traffic control facilities in order to eliminate unnecessary and obsolete facilities. FMRA provides for unprecedented reform of the National Mediation Board. It limits efforts by the Administration to overregulate the aviation industry, including the lithium battery industry. This law also reforms the Essential Air Service (EAS) program by eliminating the most egregious subsidies; prohibiting new communities from joining the program; and authorizing the appropriation of decreased funding levels. It establishes a balanced inspec-

tion regime for repair stations. FMRA also enacts airline passenger improvements and protections. It requires the Secretary to develop a plan for the safe integration of commercial unmanned aircraft systems into the national airspace system in an expedited fashion, and in coordination with other Federal agencies. FMRA increases the number of slots exempt from specified requirements and prohibitions concerning operation of an aircraft nonstop between Ronald Reagan Washington National Airport and another airport more than 1,250 statute miles away (Perimeter Rule limit); revises FAA personnel management system requirements with respect to the mediation, alternative resolution, and binding arbitration of disputes between the Administrator and FAA employees about implementation of proposed changes to the system. It also extends the moratorium on FAA regulation of experimental space vehicles. Finally, this law improves the safe and efficient operation of our Nation's aviation system.

Title: Airport and Airway Extension Act of 2011
Public Law Number: P.L. 112–7 (March 31, 2011)
Bill Number: H.R. 1079
Summary: The most recent long-term FAA reauthorization act, Vision 100—Century of Aviation Reauthorization Act (P.L. 108–176), expired September 30, 2007. During the 110th and 111th Congresses, the House and Senate were unable to reach agreement on a final, long-term reauthorization. In April, 2011, the House passed H.R. 658, the FAA Reauthorization and Reform Act of 2011. In February, 2011, the Senate passed its own comprehensive FAA reauthorization act. To allow the two chambers time to negotiate a multi-year FAA reauthorization act, Congress passed a 60-day extension of the FAA's authority to administer aviation programs and to receive tax proceeds. The prior extension expired on March 31, 2011. H.R. 1079 extended that authority through May 31, 2011. The bill extended the authorization of appropriations for aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund. This legislation also extended various airport development projects, including: (1) the pilot program for passenger facility fees at non-hub airports, (2) small airport grants for airports located in the Marshall Islands, Micronesia, and Palau, (3) state and local airport land use compatibility projects, (4) the authority of the Metropolitan Washington Airports Authority to apply for an airport development grant and impose a passenger facility fee, (5) the temporary increase to 95 percent in the government share of certain Airport Improvement Program (AIP) project costs, and (6) Midway Island airport development. It also extended AIP projects and project grant authority.

Title: The Airport and Airway Extension Act of 2011, Part II
Public Law Number: P.L. 112–16 (May 31, 2011)
Bill Number: H.R. 1893
Summary: The most recent long-term FAA reauthorization act, Vision 100—Century of Aviation Reauthorization Act (P.L. 108–176), expired September 30, 2007. During the 110th and 111th Congresses, the House and Senate were unable to reach agreement on a final, long-term reauthorization. In April, 2011, the House

passed H.R. 658, the FAA Reauthorization and Reform Act of 2011. In February, 2011, the Senate passed its own comprehensive FAA reauthorization act. To allow the two chambers time to negotiate a multi-year FAA reauthorization act, Congress passed a 60-day extension of the FAA's authority to administer aviation programs and to receive tax proceeds. The prior extension expired on May 31, 2011. H.R. 1893 extended that authority through June 30, 2011. The bill extends the authorization of appropriations for aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund. This legislation also extends various airport development projects, including: (1) the pilot program for passenger facility fees at non-hub airports, (2) small airport grants for airports located in the Marshall Islands, Micronesia, and Palau, (3) state and local airport land use compatibility projects, (4) the authority of the Metropolitan Washington Airports Authority to apply for an airport development grant and impose a passenger facility fee, (5) the temporary increase to 95 percent in the government share of certain Airport Improvement Program (AIP) project costs, and (6) Midway Island airport development. It also extends AIP projects and project grant authority.

Title: The Airport and Airway Extension Act of 2011, Part III
Public Law Number: P.L. 112–21 (June 29, 2011)
Bill Number: H.R. 2279
Summary: The most recent long-term FAA reauthorization act, Vision 100—Century of Aviation Reauthorization Act (P.L. 108–176), expired September 30, 2007. During the 110th and 111th Congresses, the House and Senate were unable to reach agreement on a final, long-term reauthorization. In April, 2011, the House passed H.R. 658, the FAA Reauthorization and Reform Act of 2011. In February, 2011, the Senate passed its own comprehensive FAA reauthorization act. To allow the two chambers time to negotiate a multi-year FAA reauthorization act, Congress passed a 3-week extension of the FAA's authority to administer aviation programs and to receive tax proceeds. The prior extension expired on June 30, 2011. H.R. 2279 extended that authority through July 22, 2011. The bill extends the authorization of appropriations for aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund. This legislation also extends various airport development projects, including: (1) the pilot program for passenger facility fees at non-hub airports, (2) small airport grants for airports located in the Marshall Islands, Micronesia, and Palau, (3) state and local airport land use compatibility projects, (4) the authority of the Metropolitan Washington Airports Authority to apply for an airport development grant and impose a passenger facility fee, (5) the temporary increase to 95 percent in the government share of certain Airport Improvement Program (AIP) project costs, and (6) Midway Island airport development. It also extends AIP projects and project grant authority.

Title: The Airport and Airway Extension Act of 2011, Part IV
Public Law Number: P.L. 112–27 (August 5, 2011)
Bill Number: H.R. 2553

Summary: The most recent long-term FAA reauthorization act, Vision 100—Century of Aviation Reauthorization Act (P.L. 108–176), expired September 30, 2007. During the 110th and 111th Congresses, the House and Senate were unable to reach agreement on a final, long-term reauthorization. In April, 2011, the House passed H.R. 658, the FAA Reauthorization and Reform Act of 2011. In February, 2011, the Senate passed its own comprehensive FAA reauthorization act. To allow the two chambers time to negotiate a multi-year FAA reauthorization act, Congress passed a 7-week extension of the FAA's authority to administer aviation programs and to receive tax proceeds. The prior extension expired on July 22, 2011. H.R. 2553 extended that authority through September 17, 2011. The bill extends the authorization of appropriations for aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund. This legislation also extends various airport development projects, including: (1) the pilot program for passenger facility fees at non-hub airports, (2) small airport grants for airports located in the Marshall Islands, Micronesia, and Palau, (3) state and local airport land use compatibility projects, (4) the authority of the Metropolitan Washington Airports Authority to apply for an airport development grant and impose a passenger facility fee, (5) the temporary increase to 95 percent in the government share of certain Airport Improvement Program (AIP) project costs, and (6) Midway Island airport development. It also extends AIP projects and project grant authority. The bill also includes reforms to the Essential Air Service (EAS) Program. The first reform provision was adopted unanimously by the Senate and is included in its long-term FAA reauthorization bill. Under this reform, only airports that are 90 miles or more away from a large or medium hub airport would be eligible to participate in the EAS program. The second reform caps the subsidy for each passenger under the EAS Program at $1,000.00.

Title: The Surface and Air Transportation Programs Extension Act of 2011

Public Law Number: P.L. 112–30 (September 16, 2011)

Bill Number: H.R. 2887

Summary: The most recent long-term FAA reauthorization act, Vision 100—Century of Aviation Reauthorization Act (P.L. 108–176), expired September 30, 2007. During the 110th and 111th Congresses, the House and Senate were unable to reach agreement on a final, long-term reauthorization. In April, 2011, the House passed H.R. 658, the FAA Reauthorization and Reform Act of 2011. In February, 2011, the Senate passed its own comprehensive FAA reauthorization act. To allow the two chambers time to negotiate a multi-year FAA reauthorization act, Congress passed a four and a half month extension of the FAA's authority to administer aviation programs and to receive tax proceeds. The prior extension expired on September 17, 2011. H.R. 2887 extended that authority through January 31, 2012. The bill extends the authorization of appropriations for both surface and air transportation programs. H.R. 2887 extends the aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund. This legisla-

tion also extends, various airport development projects, including: (1) the pilot program for passenger facility fees at non-hub airports, (2) small airport grants for airports located in the Marshall Islands, Micronesia, and Palau, (3) state and local airport land use compatibility projects, (4) the authority of the Metropolitan Washington Airports Authority to apply for an airport development grant and impose a passenger facility fee, (5) the temporary increase to 95 percent in the government share of certain Airport Improvement Program (AIP) project costs, and (6) Midway Island airport development. It also extends AIP projects and project grant authority.

Title: The European Union Emissions Trading Scheme Prohibition Act of 2011

Bill Number: H.R. 2594 (passed House on October 24, 2011)

Summary: This bipartisan bill prohibits American air carriers and other aircraft operators from participating in the European Union (EU) Emissions Trading Scheme (ETS). It also directs the Federal Aviation Administration (FAA), the Department of Transportation (DOT) and other American officials to use their authority to negotiate and take other actions to ensure that United States operators are held harmless from any unilaterally established EU ETS.

On January 1, 2012, all international flights operating to and from the EU will be included in the EU ETS, including flights between the United States and the EU. American airlines will be required to pay this European tax for all segments of the flight, for example from Los Angeles to its EU destination including portions of the flight over the United States, Canada, and International waters. The Air Transport Association estimated that this European Tax would cost American airlines and passengers more than $3.1 billion between 2012 and 2020, which could be used for more than 39,200 American airline jobs. The European Tax would be paid directly to EU Member States without obligation to use them to mitigate aviation emissions impacts. The Obama Administration testified before the House Committee on Transportation and Infrastructure that the European Tax is inconsistent with international aviation law. The EU ETS violates United States sovereignty by applying a tax to United States air carrier operations in the United States National Airspace System. In addition to the United States, other nations have voiced opposition the EU's scheme, including Argentina, Brazil, Chile, China, Colombia, Cuba, Egypt, India, Japan, the Republic of Korea, Malaysia, Mexico, Nigeria, Paraguay, Qatar, the Russian Federation, Saudi Arabia, Singapore, South Africa, the United Arab Emirates, and the member States of the Latin American Civil Aviation Commission (LACAC). Even EU Member States, including Italy, the Netherlands, France, Belgium, and Spain are calling for postponement of the EU ETS due to confusion over its implementation and opposition and potential retaliation from other nations.

The proper forum to address international civil aviation emissions based on constructive negotiation and mutual agreement is the International Civil Aviation Organization (ICAO). Therefore, Chairmen Mica and Petri, along with Ranking Members Rahall (D–West Virginia) and Costello (D–Illinois), and other Members intro-

duced H.R. 2594 to prohibit aviation operators in the United States from participating in the EU ETS. For further action on this legislation see S. 1956.

Title: Airport and Airway Extension Act of 2012
Public Law Number: P.L. 112–91 (January 31, 2012)
Bill Number: H.R. 3800
Summary: The most recent long-term FAA reauthorization act, Vision 100—Century of Aviation Reauthorization Act (P.L. 108–176), expired September 30, 2007. During the 110th and 111th Congresses, the House and Senate were unable to reach agreement on a final, long-term reauthorization. In April, 2011, the House passed H.R. 658, the FAA Reauthorization and Reform Act of 2011. In February, 2011, the Senate passed its own comprehensive FAA reauthorization act. To allow the two chambers time to negotiate a multi-year FAA reauthorization act, Congress passed a 17-day extension of the FAA's authority to administer aviation programs and to receive tax proceeds. The prior extension expired on January 31, 2012. H.R. 3800 extended that authority through February 17, 2012. The bill extends the authorization of appropriations for aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund. This legislation also extends various airport development projects, including: (1) the pilot program for passenger facility fees at non-hub airports, (2) small airport grants for airports located in the Marshall Islands, Micronesia, and Palau, (3) state and local airport land use compatibility projects, (4) the authority of the Metropolitan Washington Airports Authority to apply for an airport development grant and impose a passenger facility fee, (5) the temporary increase to 95 percent in the government share of certain Airport Improvement Program (AIP) project costs, and (6) Midway Island airport development. It also extends AIP projects and project grant authority.

Title: Pilot's Bill of Rights
Public Law Number: P.L. 112–153 (August 3, 2012)
Bill Number: S. 1335 (passed the House on July 23, 2012)
Summary: The Pilot's Bill of Rights is intended to restore fairness to airmen during an Federal Aviation Administration (FAA) enforcement proceeding by providing airmen timely access to critical information and adding an additional way to appeal an FAA enforcement action. It also requires the FAA to improve the system of providing Notices to Airman (NOTAMs) and directs the FAA to review and improve the medical certification form.

Pilots have complained that the burden of proof during an FAA enforcement proceeding is on an airman to prove his or her innocence rather than on the FAA to prove guilt. Further, pilots believe they are not adequately informed of their rights. The Pilot's Bill of Rights addresses these issues by requiring, to the extent practicable, FAA enforcement proceedings be conducted in accordance with the Federal Rules and Civil Procedure and Federal Rules of Evidence; requiring the FAA to better inform and advise an airman who is the subject of an investigation of his or her rights; requiring air traffic data collected by a government contractor that is available to the FAA is also made available to the airman; eliminating

language that expressly binds the National Transportation Safety Board (NTSB) to all validly adopted interpretations of laws and regulations of the FAA unless the NTSB finds an interpretation to be arbitrary, capricious, or otherwise not according to law—known as deference, and allowing an airman to appeal an NTSB decision to a United States District Court (currently an airman can only appeal to the United States Circuit Court of Appeals).

Pilots can also be overwhelmed and confused by NOTAMs and medical certification standards and forms, which can ultimately lead to an FAA enforcement proceeding against an airman. The Pilot's Bill of Rights requires the FAA to improve NOTAMs by providing an airman with pertinent and timely information regarding the national airspace system. It also directs the FAA to work with industry to assess the medical certification process and standards, and report to Congress on the assessment, and take appropriate actions.

Title: The European Union Emissions Trading Scheme Prohibition Act of 2011

Public Law Number: P.L. 112–200 (November 27, 2012)

Bill Number: S. 1956 (passed Senate, as amended, on September 22, 2012 and passed House, as amended by the Senate, on November 13, 2012)

Summary: This bipartisan law was the Senate's companion bill to H.R. 2594. The European Union Emissions Trading Scheme Prohibition Act (EU Prohibition Act) gives the Secretary of the Department of Transportation (DOT) the authority to prohibit an operator of civil aircraft in the United States from participating in the European Union Emissions Trading Scheme (EU ETS) if the Secretary determines the prohibition to be in the public interest. The Act also requires the Secretary to hold a public hearing at least 30 days before imposing any prohibition. The EU Prohibition Act directs the Federal Aviation Administration (FAA), the DOT, and other appropriate officials to enter into international negotiations, including agreements to pursue a worldwide approach to address aircraft emissions, and to take appropriate measures under existing authorities to ensure United States air carriers are held harmless from any ETS unilaterally-imposed by the EU. The legislation also prohibits the use of FAA, DOT, Trust Fund or any other appropriated funds from being used to pay any tax or penalty imposed on an American operator pursuant to the EU ETS. Finally, the EU Prohibition Act allows the Secretary to reassess a determination that a prohibition is in the public interest at any time, and requires such a reassessment by the Secretary if the EU trading scheme is amended, an international alternative is agreed to, or the United States implements its own program to address aviation emissions.

On January 1, 2012, all international flights operating to and from the EU were included in the EU ETS, including flights between the United States and the EU. American airlines will be required to pay this European tax for all segments of the flight, for example from Los Angeles to its EU destination including portions of the flight over the United States, Canada, and International waters. The Air Transport Association estimated that this European Tax would cost United States airlines and passengers more

than $3.1 billion between 2012 and 2020, which could be used for more than 39,200 American airline jobs. The European Tax would be paid directly to EU Member States without obligation to use them to mitigate aviation emissions impacts. The Obama Administration testified before the House Committee on Transportation and Infrastructure that the European Tax is inconsistent with international aviation law. The EU ETS violates United States sovereignty by applying a tax to American air carrier operations in the United States National Airspace System. In addition to the United States, other nations have voiced opposition the EU's scheme, including Argentina, Brazil, Chile, China, Colombia, Cuba, Egypt, India, Japan, the Republic of Korea, Malaysia, Mexico, Nigeria, Paraguay, Qatar, the Russian Federation, Saudi Arabia, Singapore, South Africa, the United Arab Emirates, and the member States of the Latin American Civil Aviation Commission (LACAC). Even EU Member States, including Italy, the Netherlands, France, Belgium, and Spain have called for the postponement of the EU ETS due to confusion over its implementation and opposition and potential retaliation from other nations.

On November 12, 2012, the European Commission announced that it would propose a temporary deferral from enforcing the obligations of aircraft operators of incoming and outgoing flights under the European Union's ETS. The Europeans made clear that this proposal is intended to give space for progress to be made at the ICAO Assembly that takes place in September 2013. If clear and sufficient progress is made at the ICAO Assembly, the Commission will propose appropriate further legislative action.

While this is a positive development, it is only a temporary deferment and not a complete withdrawal of the ETS. The proper forum to address international civil aviation emissions based on constructive negotiation and mutual agreement is the International Civil Aviation Organization (ICAO). Therefore, Chairmen Mica and Petri, along with Ranking Members Rahall and Costello, and other Members supported House passage of S. 1956 to send a clear message to the EU.

Subcommittee on Coast Guard and Maritime Transportation

To date, the Subcommittee on Coast Guard and Maritime Transportation, chaired by Congressman Frank A. LoBiondo (R–New Jersey) with Congressman Rick Larsen (D–Washington) serving as Ranking Member, held 22 hearings (91 witnesses and approximately 43 hours of testimony) covering a diverse portfolio of issues within the jurisdiction of the Subcommittee.

HEARINGS

Title: Improving Oil Spill Prevention and Response, Restoring Jobs, and Ensuring Our Energy Security: Recommendations from the National Commission on the BP DEEPWATER HORIZON Oil Spill and Offshore Drilling

Date: February 11, 2011

Purpose: A joint hearing between the Subcommittee on Coast Guard and Maritime Transportation and Subcommittee on Water Resources and Environment to receive testimony regarding im-

provements that can be made to oil spill prevention and response plans.

Summary: In the wake of the DEEPWATER HORIZON oil spill, the National Commission on the BP DEEPWATER HORIZON Oil Spill and Offshore Drilling was created to find the root cause of the accident and issue recommendations on how to prevent such disasters and improve response in the future. The Commission's report, issued on January 11, 2011, contains 14 specific recommendations that fall under the jurisdiction of the Committee on Transportation and Infrastructure.

The Subcommittees heard testimony from Dr. Donald F. Boesch and Mr. Terry D. Garcia, members of the National Commission on the BP DEEPWATER HORIZON Oil Spill and Offshore Drilling, as well as Coast Guard Admiral Thad Allen (Ret.), who was the National Incident Commander for the BP DEEPWATER HORIZON oil spill response. The witnesses' testimonies revolved around the recommendations from the report, which ranged from creating an independent agency within the Department of Interior to enforce regulations on offshore drilling, to raising the liability cap on oil production facilities, to increasing communication between Federal agencies and local governments during a Spill of National Significance.

Title: A Review of the Administration's FY 12 Budget Requests for the United States Coast Guard, Federal Maritime Commission, and Federal Maritime Administration: Finding Ways to Do More with Less

Date: March 1, 2011

Purpose: Subcommittee sought input from relevant agencies regarding the Administration's budget requests for fiscal year 2012 for the Coast Guard, Federal Maritime Commission, and Maritime Administration.

Summary: The Subcommittee heard testimony from Admiral Robert J. Papp, Jr., Commandant of the United States Coast Guard, Master Chief Michael P. Leavitt, Master Chief Petty Officer of the United States Coast Guard, the Honorable Richard A. Lidinsky, Jr., Chairman of the Federal Maritime Commission, and the Honorable David T. Matsuda, Administrator of the Maritime Administration.

The President released his annual budget requests for fiscal year 2012 in early March. The witnesses testified to the effects the budget requests would have on their agencies if enacted. Notable cuts to the Coast Guard's budget request include a 7.4 percent decrease in funding for the Acquisition, Construction and Improvements account from this fiscal year's Continuing Resolution, as well as a 20 percent decrease in the Research, Development, Test and Evaluation account. In addition, the Administration requested one High Endurance Cutter be decommissioned as well as the USCGC POLAR SEA, one of the Coast Guard's two Class I icebreakers. The Subcommittee and the witnesses examined the direct and long-term effects on the Coast Guard's overall mission effectiveness as a result of these cuts.

Title: Assuring the Freedom of Americans on the High Seas: The United States' Response to Piracy

Date: March 15, 2011

Purpose: Subcommittee sought recommendations on how to improve the Federal government's efforts to safeguard American lives and property on the high seas against acts of piracy, with specific attention being given towards the high volume of piratical attacks occurring off the Horn of Africa.

Summary: The Subcommittee heard testimony from Coast Guard Admiral Kevin Cook, Director of Prevention Policy for Marine Safety, Security, and Stewardship, William Wechsler, Deputy Assistant Secretary of Defense for Counternarcotics and Global Threats, Kurt Amend, Principal Deputy Assistant Secretary of State for Political and Military Affairs, and Stephen L. Caldwell, Director of GAO's Maritime and Coast Guard Issues Team.

The sailing vessel QUEST with four American citizens onboard was transiting the Gulf of Aden in early February 2011 when it was attacked with the crew taken hostage. During the negotiations, all four American hostages were killed by the pirates. This incident, along with an estimated 87 other pirate attacks against vessels on the high seas this calendar year, led the Subcommittee to examine all aspects of pirate operations, from the land-based "pirate academy" that now exists on the coast of Somalia to pirate operations using larger "mother ships" that vastly expand the area in which they can attack vessels of opportunity. The State Department also testified in regard to the ransom process and ways in which the United States government can track ransom payments to find those profiting from acts of piracy on the high seas.

Title: Improving and Streamlining the Coast Guard's Acquisition Program

Date: April 13, 2011

Purpose: Subcommittee sought an update on the status of the Coast Guard's acquisition programs, as well as a review of the policies and procedures the Service uses to determine mission needs requirements and select the assets based on those requirements.

Summary: The Subcommittee heard testimony from Coast Guard Vice Admiral John Currier, Deputy Commandant for Mission Support, and from Mr. John P. Hutton, Director of Acquisition and Sourcing Management for the GAO. The hearing focused on the Coast Guard's acquisition program since transitioning from the Deepwater program, started in 2002, which was essentially scrapped and replaced in 2007 with an in-house acquisitions directorate. The current acquisition program includes significant process improvements over the Lead System Integrator processes used under Deepwater. However, nearly all of the Coast Guard's major acquisitions still face significant cost overruns and schedule delays. Specifically, the Subcommittee questioned the Coast Guard on its unreasonable expectation of future funding. Additionally, the Subcommittee expressed its concern over the mismanagement of development and delivery of its National Security Cutters, which was a part of the original Deepwater program. The Subcommittee looked into the acquisition process that led to these delays and cost overruns.

The Subcommittee also examined a report issued by the Government Accountability Office (GAO) on the Coast Guard's acquisition process. In the report, the GAO made several recommendations to

reduce bureaucratic inefficiencies within the Coast Guard's acquisition directorate to reduce cost overruns and delays. The Subcommittee questioned the Coast Guard and the GAO on ways to implement these recommendations.

Title: Creating U.S. Maritime Industry Jobs by Reducing Regulatory Burdens

Date: May 24, 2011

Purpose: Subcommittee review of the Coast Guard maritime rulemaking process. The hearing focused on specific rules and regulations that are unnecessarily burdensome to the maritime industry.

Summary: The Subcommittee heard testimony from Coast Guard Rear Admiral Kevin Cook, Director of Prevention Policy, and from Mr. Calvin Lederer, Deputy Judge Advocate General of the Coast Guard. Members of the Subcommittee were particularly interested in a proposed rule by the Coast Guard that would expand the Notice and Arrival and Departure and Automatic Identification System requirements to many smaller commercial vessels operating in navigable waters of the United States. Members were concerned the regulation would seriously hinder the ability of smaller commercial vessels to conduct normal operations in the coastwise trade. Additionally, Members were concerned oil rigs operating offshore in need of short notice servicing would not be able to do so under the proposed regulation.

The Subcommittee also looked at ways in which the Coast Guard can reduce its backlog of rulemaking projects as required by enacted laws. Despite the expansion of the rulemaking staff in the Coast Guard in 2009, there remains a significant backlog of proposed rules that have been required by previous legislation. This backlog creates uncertainty in the maritime industry and has a negative effect on domestic trade. The Subcommittee questioned the witnesses on ways to reduce this uncertainty that is dampening the creation of American maritime jobs.

Title: Creating Jobs and Increasing U.S. Exports by Enhancing the Marine Transportation System

Date: June 14, 2011

Purpose: Subcommittee sought input from the United States maritime industry stakeholders and the head of the Maritime Administration on ways to increase American exports and commerce by increasing coastwise and international trade through the marine transportation system of the United States.

Summary: The Subcommittee heard testimony from the Honorable David Matsuda, Administrator of the Maritime Administration, Mr. Joseph J. Cox, President and CEO of the Chamber of Shipping of America, Mr. Michael Roberts, Chief Counsel of the Crowley Maritime Corporation testifying on behalf of the American Maritime Partnership, Mr. Augustin Tellez, Executive Vice President of the Seafarers International Union, and Mr. John Mohr, Executive Director of the Port of Everett, Washington.

The witnesses suggested various ways to enhance and expand the domestic marine transportation system and create American maritime jobs without burdening the American taxpayer. The Jones Act was specifically targeted by both Members and witnesses alike as being a key component in preserving American maritime

jobs and the shipbuilding industry in the United States. Other issues examined included Cargo Preference Laws that require certain percentage of government impelled cargo to be carried on vessels owned, flagged, crewed, and built in the United States.

Title: GPS Reliability: A Review of Aviation Industry Performance, Safety Issues, and Avoiding Potential New and Costly Government Burdens

Date: June 23, 2011

Purpose: Joint hearing between the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Aviation. Received testimony from eight different witnesses on the potential impact LightSquared's new network could have on Global Positioning System (GPS) technology used by maritime and aviation industries.

Summary: The Subcommittees heard testimony from the Honorable Roy Kienitz, Undersecretary for Policy at Department of Transportation, the Honorable Teri Takai, Acting Assistant Secretary for Networks and Information Integration at Department of Defense, Rear Admiral Robert E. Day, Jr., Assistant Commandant for Command, Control, Communications, Computers and Information, Ms. Margaret Jenny, President of RTCA, Mr. Phil Straub, Vice President of Aviation Engineering at Garmin International, Mr. Craig Fuller, President of the Aircraft Owners and Pilots Association, Mr. Thomas L. Hendricks, Senior Vice President of Safety, Security, and Operations at the Air Transport Association, and Mr. Jeffrey J. Carlisle, Executive Vice President of Regulatory Affairs and Public Policy at LightSquared.

The Federal Communications Commission (FCC) is considering an application by LightSquared to build nationwide broadband internet infrastructure. LightSquared has applied to have high-power internet broadcast stations across the country on the spectrum neighboring the low-powered GPS signal. A broad coalition of industry stakeholders who use GPS have expressed concern the high-powered broadband signal will overpower and disable critical GPS navigation and timing functions. Initial testing by the Department of Defense (DoD) and Department of Transportation (DOT) have validated some of these interference concerns. Witnesses at the hearing verified that there is insufficient data to demonstrate that LightSquared's planned nationwide broadband signal would not interfere with GPS signals, and the details would have to be thoroughly and independently tested before being safely implemented.

Title: Reducing Regulatory Burdens, Ensuring the Flow of Commerce, and Protecting Jobs: A Commonsense Approach to Ballast Water Regulation

Date: July 13, 2011

Purpose: Joint hearing between the Subcommittee on Coast Guard and Maritime Transportation and Subcommittee on Water Resources and Environment to hear testimony from important industry groups and government agencies on current rules governing the discharge of ballast water. The Subcommittees sought input from witnesses on how to best move forward with efforts to reform current ballast water discharge rules.

Summary: The Subcommittees heard testimony from two separate panels. The first panel of witnesses included Vice Admiral Brian Salerno, United States Coast Guard Deputy Commandant for Operations, Mr. James Hanlon, Director of the Office of Wastewater Management at the Environmental Protection Agency (EPA), Dr. Deborah Swackhamer, Chair of the EPA's Science Advisory Board, and Dr. James Carlton, Chair of the Committee on Numeric Limits for Living Organisms in Ballast Water at the National Research Council. The second panel consisted of Mr. Thomas Allegretti, President of the American Waterways Operators, and Mr. Michael Jewell, President of the Marine Engineers' Beneficial Association.

In order to maintain stability during transit, most ocean going vessels fill internal tanks with ballast water during the loading of cargo and then release it during unloading. Ballast water has long been recognized as one of several pathways by which invasive species are transported globally and introduced into coastal waters where they did not live before. Aquatic nuisance species have been introduced into waters of the United States via ballast water discharges. Discharges of ballast water are currently governed differently by the Coast Guard and the EPA, as well as by numerous state laws and regulations. As a result, vessels engaged in international and interstate commerce are required to meet several different standards for the treatment of ballast water, some of which are not technologically achievable or verifiable. Witnesses from private industry emphasized the importance of developing clear and consistent ballast water standards in order for the United States to continue being a leader in the international maritime trade. The EPA Science Advisory Board testified that the ballast water discharge standard established by the International Maritime Organization (IMO) is the only standard that is currently technologically achievable and verifiable. Finally, the EPA and the Coast Guard pledged to continue working with Congress to develop a more cost effective and sensible approach to regulating ballast water discharge.

Title: How to Improve Operations and Implement Efficiencies for the United States Coast Guard

Date: July 26, 2011

Purpose: Subcommittee met to hear testimony on ways to improve Coast Guard operations and implement efficiencies in Coast Guard programs. Hearing was held in preparation for drafting legislation reauthorizing funding for Coast Guard operations and administration.

Summary: The Subcommittee heard testimony from Congressman Sam Farr (D–California), Vice Admiral John Currier, United States Coast Guard Deputy Commandant for Mission Support, Vice Admiral Brian Salerno, United States Coast Guard Deputy Commandant for Operations, and Dr. Holly Bamford, Deputy Assistant Administrator at the National Oceanic and Atmospheric Administration.

The authorization of appropriations for the Coast Guard was set to expire on September 30, 2011. In preparation for reauthorization legislation, the Subcommittee held this hearing to review ways to improve Coast Guard operations and administration. The Sub-

committee examined capability gaps and delays in Coast Guard acquisitions projects, challenges in administration of Coast Guard programs, and parity issues between benefits and authorities available to members of the Coast Guard and the other armed services. The panel also focused on the Marine Debris Research, Prevention, and Reduction Act (Public Law 109–449), which requires the Coast Guard to conduct outreach programs to boaters to increase awareness of problems associated with marine debris.

Title: Review and Status of the Multi-Billion Dollar Department of Homeland Security Relocation Project in Washington, DC, and Its Impacts on the U.S. Coast Guard

Date: September 23, 2011

Purpose: Subcommittee convened to review the status of the Department of Homeland Security's (DHS) headquarters consolidation project, the proposal to move the Coast Guard's headquarters to the new location, and the impacts the move would have on the Service's budget and operations.

Summary: The Subcommittee heard testimony from the Honorable Donald Bathurst, Chief Administrative Officer at the Department of Homeland Security, Vice Admiral John Currier, United States Coast Guard Deputy Commandant for Mission Support, and the Honorable Robert A. Peck, Public Buildings Service Commissioner at the General Services Administration.

Current facilities housing the Department of Homeland Security (DHS) and its component agencies are spread among more than 61 buildings in 40 locations in the Washington, District of Columbia area. DHS prepared a National Capital Region Housing Master Plan to identify the housing needs of the Department, and found consolidating to a single campus would be beneficial to the Department. The General Services Administration (GSA) has determined the West Campus of the St. Elizabeth's Hospital to be the only federally controlled site available in the District of Columbia capable of meeting the needs of DHS. The consolidation is planned to take place over the course of the next ten years. The first phase of the project would move the Coast Guard headquarters to the site, but no funds have been provided thus far to undertake any additional departmental consolidation.

Chairman LoBiondo and Members of the Subcommittee expressed concerns about several aspects of the proposed Coast Guard move, including adequacy of access to the facility, isolation of the Coast Guard if no other entities move to the campus, and any additional costs that would be borne by the Coast Guard to move to the new facility and to support its operations. Most importantly, the Subcommittee was concerned with the impact potential costs from the move will have on the ability of the Service to conduct their critical missions.

Title: What Will It Cost? Protecting the Taxpayer from an Unachievable Coast Guard Acquisition Program

Date: October 4, 2011

Purpose: Subcommittee met to examine Coast Guard Acquisitions programs. This hearing was a follow up to the April 13, 2011, Subcommittee hearing on the same. This hearing reviewed issues raised in the July 2011 Government Accountability Office (GAO)

report entitled "Action Needed as Approved Deepwater Program Remains Unachievable".

Summary: The Subcommittee heard testimony from two separate panels. Mr. John Hutton of the Government Accountability Office testified on the first panel, and Admiral Robert J. Papp, Commandant of the United States Coast Guard testified on the second.

The Coast Guard began a process of replacing its aging vessels and aircraft in the late 1990's. The program's focus was those assets that carry out missions farther than 50 miles from shore and the modernization of the information technology systems that the Service relies upon to coordinate its operations. The program was known as the Integrated Deepwater Program (Deepwater). To manage the acquisition program, the Coast Guard engaged a Lockheed Martin/Northrop Grumman team, called the Integrated Coast Guard System (ICGS). Deepwater encountered significant quality and cost issues. It was the subject to several hearings and an investigation by the Committee, and is the subject of continuing review by the GAO. The Coast Guard has terminated the Deepwater contract with ICGS and is now performing the acquisition functions in-house. The assets scheduled for recapitalization remain the same.

Members of the Subcommittee had several questions regarding GAO's recommendations for keeping the Coast Guard acquisitions program on schedule. They also sought answers from the Commandant on steps taken by the Service to minimize cost overruns and prevent further delays.

Title: Assuring the Safety of Domestic Energy Production: Lessons Learned from the DEEPWATER HORIZON Oil Spill

Date: November 2, 2011

Purpose: Subcommittee convened to examine the lessons learned in the wake of the BP DEEPWATER HORIZON oil spill, review the latest investigations into the causes of the spill and the Coast Guard response to it, hear the recommendations of those involved in these investigations, and find out what actions the Coast Guard has taken or will take in response to those recommendations.

Summary: The Subcommittee heard testimony from Rear Admiral Paul Zukunft, United States Coast Guard Assistant Commandant for Marine Safety, Security and Stewardship, United States Coast Guard Vice Admiral (retired) Roger Rufe, Chairman of the Incident Specific Preparedness Review for the DEEPWATER HORIZON Oil Spill, and Mr. Stephen Caldwell, Director of Government Accountability Office's (GAO) Homeland Security and Justice Team. Mr. Caldwell was accompanied by Mr. Frank Rusco, Director of GAO's Natural Resources and the Environment Team.

Subcommittee heard the recommendations of the Government Accountability Office (GAO) and Coast Guard individuals who were involved in the investigations, and examined what actions the Service will need to take in response to those recommendations. Members questioned witnesses about findings from the three most recent reports on the spill, namely the Joint Investigative Team (JIT) Report, the Incident Specific Preparedness Review (ISPR), and the Federal On Scene Coordinator Report (FOSC).

Title: Protecting U.S. Sovereignty: Coast Guard Operations in the Arctic

Date: December 1, 2011

Purpose: Subcommittee met to review the status of the Coast Guard's icebreaker fleet and explore options for meeting the Coast Guard's statutory obligations in the Arctic and assisting those in the maritime transportation and energy sectors take advantage of the significant economic opportunities in the region.

Summary: The Subcommittee heard testimony from two separate panels. Admiral Robert J. Papp, Commandant of the United States Coast Guard, and the Honorable Mead Treadwell, Lieutenant Governor of Alaska, testified on the first panel. The second panel consisted of Dr. Kelly Falkner, Deputy Director of the National Science Foundation's Office of Polar Programs, Mr. Stephen Caldwell, Director of Government Accountability Office's (GAO) Homeland Security and Justice Issues Team, Mr. David Whitcomb, Vice President for Production Support at Vigor Industrial and testifying on behalf of the Shipbuilders Council of America, and Rear Admiral Jeffrey Garrett (United States Coast Guard retired).

The Coast Guard maintains two Polar Class heavy icebreakers, however neither is currently operational. The POLAR SEA is being decommissioned and the POLAR STAR is undergoing significant repairs to extend its service life. Questions remain about how long the POLAR STAR will last after its repairs are complete, as well as whether the Service and the Administration are prepared to make critical decisions regarding our Nation's goals and objectives in the Arctic and provide Congress with a fiscally responsible plan to meet those goals and objectives. Members of the Subcommittee and witnesses all emphasized the importance of maintaining a United States icebreaker fleet for national security, scientific, and economic purposes.

Title: Offshore Drilling in Cuba and the Bahamas: The U.S. Coast Guard's Oil Spill Readiness and Response Planning

Date: January 30, 2012

Purpose: The Subcommittee held a field hearing in Sunny Isles Beach, Florida, to examine Cuban and Bahamian plans to drill in proximity to the United States Exclusive Economic Zone (EEZ) and review the Coast Guard's level of preparedness to handle oil spills occurring at these sites.

Summary: The Subcommittee heard testimony from the Honorable Jennifer Carroll, the Lieutenant Governor of Florida, Rear Admiral William Baumgartner, Commander of United States Coast Guard District Seven, Rear Admiral Cari Thomas, the United States Coast Guard's Director of Response Policy, Ms. Debbie Peyton, Chief of the Emergency Response Division at the National Oceanic and Atmospheric Administration, Mr. Lars Herbst, Gulf of Mexico Regional Director at the Department of Interior's Bureau of Safety and Environment Enforcement, and Dr. John Proni, Executive Director at Florida International University's Applied Research Center.

In January of 2012, the Spanish-based company Repsol YPF began drilling an exploratory well in the North Cuba Basin, just 70 miles south of Key West, Florida. In addition to the contract with Repsol, the Cuban government has entered into agreements

with five other companies for potential development of offshore blocks in the North Cuba Basin. Given the strained nature of diplomatic relations between the United States and Cuba, the Subcommittee was eager to hear not only about the Coast Guard and other Federal agencies' plans to prevent and respond to spills in the North Cuba Basin which reach United States waters, but also what enforcement mechanisms are at the United States' disposal to ensure the responsible party is held accountable for an extra-territorial spill. Witnesses from the Coast Guard and Department of Interior discussed their knowledge of the latest developments in Cuban and Bahamian drilling plans and updated the Subcommittee on the status of spill-response plans being developed between Federal, state, and local authorities. The topic of liability was also examined, specifically as it relates to oil spill penalties established under the Clean Water Act and Oil Pollution Act of 1990.

Title: A Review of Cruise Ship Safety and Lessons Learned from the COSTA CONCORDIA Accident

Date: February 29, 2012

Purpose: The Subcommittee met to examine the COSTA CONCORDIA accident and the safety of cruise vessels in general operating out of American ports.

Summary: The Subcommittee heard testimony from three separate panels. Testifying on the first panel was Vice Admiral Brian M. Salerno, the United States Coast Guard's Deputy Commandant for Operations. On the second panel were Mr. Sameer and Mrs. Divya Sharma, American survivors from the COSTA CONCORDIA accident. The third panel consisted of witnesses from the cruise line industry, including Ms. Christine Duffy, President and CEO of the Cruise Lines International Association (CLIA), accompanied by Mr. Michael Crye, Executive Vice President at CLIA, Mr. George Wright, Senior Vice President of Marine Operations at Princess Cruises, accompanied by Vicky Rey, Vice President of Guest Services and Support at Carnival Cruise Lines, Captain Evans Hoyt, Master of Norwegian Cruise Lines' NORWEIGAN SPIRIT and PRIDE OF AMERICA, and Mr. Brian Schoeneman, Legislative Director for the Seafarers International Union (SIU).

On January 13, 2012, at approximately 9:40 p.m., the Italian-owned and operated cruise ship COSTA CONCORDIA struck a granite reef just off the coast of the Italian island of Giglio. The collision caused a 164-foot-long gash in the port side of the COSTA CONCORDIA. The vessel suffered flooding, causing it to list to its port side. Eventually, it came to rest on its starboard side in 45 feet of water along the shore of Giglio near the island's port. Extensive press reports at the time of the hearing indicated that the Captain of the COSTA CONCORDIA, Francesco Schettino, overrode a pre-programmed, owner-approved navigation track line in order to pass close to the island of Giglio. Thirty-two people died in this incident.

The Subcommittee heard details about the accident related to the evacuation of the vessel, which was reported as chaotic and disorganized. Mr. and Mrs. Sharma shared their harrowing story about the lack of guidance provided by COSTA CONCORDIA crew members and the overall state of panic that pervaded the ship after it struck the reef. The Coast Guard discussed various aspects of

current cruise line regulations and assured the Subcommittee that a high priority was being placed on ensuring "vessels that visit the United States are in substantial compliance with applicable international and domestic standards." Lastly, representatives from the cruise line industry expressed confidence in American cruise line operators and encouraged Americans not to be dissuaded from taking cruises due to the COSTA CONCORDIA accident.

Title: Protecting Maritime Jobs and Enhancing Marine Safety in the Post-Budget Control Act Fiscal Environment: A Review of the Administration's Fiscal Year 2013 Coast Guard and Maritime Transportation Budget Request

Date: March 7, 2012

Purpose: The Subcommittee held a hearing to examine the fiscal year 2013 budget requests for the United States Coast Guard, Federal Maritime Commission, and Maritime Administration.

Summary: The Subcommittee heard testimony from Admiral Robert J. Papp, Jr., Commandant of the United States Coast Guard, Master Chief Petty Officer of the United States Coast Guard Michael P. Leavitt, the Honorable Richard A. Lidinsky, Jr., Chairman of the Federal Maritime Commission (FMC), and the Honorable David T. Matsuda, Administrator at the Department of Transportation's Maritime Administration (MARAD).

The President requested $9.96 billion in fiscal year 2013 for Coast Guard activities, $602.4 million (or −5.7 percent) less than the fiscal year 2012 enacted level. This amount does not include $254.5 million for Overseas Contingency Operations (OCO), which the administration proposes to appropriate to the Department of Defense (DoD) in fiscal year 2013 and then make available to the Coast Guard. For the activities of the FMC, the President requested $26 million in fiscal year 2013, an increase of $1.9 million (or 7.9 percent) above the fiscal year 2012 enacted level. Lastly, the President requested $344 million in fiscal year 2013 for the activities of MARAD, a reduction of $5.4 million (or −1.6 percent) below the fiscal year 2012 enacted level.

The Subcommittee had concerns with several provisions within the President's budget, especially the deep cuts proposed to the Coast Guard's acquisitions account. Members of the Subcommittee questioned Admiral Papp on a number of the decisions made in the budget, including delays, and in some cases altogether elimination, of funding for vital assets; cutting over 1,000 servicemember positions, including those critical to frontline operations; decommissioning three 110-foot patrol boats and three recently upgraded HH–65 helicopters; and spending $24.5 million over the budget baseline for the Coast Guard's move to the new Department of Homeland Security headquarters at St. Elizabeths.

Title: Recent Regulation of the Maritime Industry: Ensuring U.S. Job Growth While Improving Environmental and Worker Safety

Date: April 26, 2012

Purpose: The Subcommittee met to review the status of regulations by the United States Coast Guard and the Environmental Protection Agency (EPA) and how such regulations impact the maritime industry.

Summary: The Subcommittee heard testimony from two separate panels. On the first panel was Vice Admiral Brian M. Salerno, United States Coast Guard Deputy Commandant for Operations. Vice Admiral Salerno was accompanied by Mr. Jeffrey Lantz, United States Coast Guard Director of Commercial Regulations and Standards. Also on the first panel was Mr. James Hanlon, the Director of the Office of Wastewater Management at the Environmental Protection Agency (EPA). The second panel consisted of the Honorable Chris Koch, President and CEO of the World Shipping Council, Mr. James Gutowski of the Fisheries Survival Fund, Mr. Jimmy Lafont of Calais and Sons in Cut Off, Louisiana, Mr. Don Marcus, Secretary-Treasurer of the International Organization of Masters, Mates and Pilots, and Mr. Paul Cozza, President and CEO of CSL International.

The Federal Government creates or modifies rules and regulations through a rulemaking process guided by the Administrative Procedure Act (APA), codified in title 5 of the United States Code. The process involves notice in the *Federal Register* and the opportunity for public comment in a docket maintained by the regulating agency. This is a lengthy process and often requires several layers of bureaucratic review prior to the rule becoming final.

Several rules under development by the Coast Guard and EPA in 2012 would have substantial implications for the maritime industry. The Subcommittee sought updates from both agencies on the status of new and existing regulations, including the Coast Guard's final rule regulating the discharge of ballast water from ships waters of the United States, and the EPA's related Vessel General Permit for Discharges Incidental to Normal Operation of Vessels, which is expected to be finalized in December of 2012. A number of other regulations were also addressed, including rules related to the North American Emission Control Areas, Transportation Worker Identification Credentials (TWIC), and fishing vessel safety.

Title: Creating American Jobs and Assuring the Safety and Security of America's Waterways: A Review of the Coast Guard's 5-year Capital Improvement Plan

Date: May 16, 2012

Purpose: The Subcommittee met to review the status of the Coast Guard's current acquisition program and examine the program's sustainability. This was the third hearing the Subcommittee has held this Congress to review the Service's acquisition program. The last hearing was held on October 4, 2011.

Summary: The Subcommittee heard testimony from Vice Admiral John Currier, United States Coast Guard Deputy Commandant for Mission Support.

The Coast Guard began a process of replacing its aging vessels and aircraft in the late 1990's. The program's focus was those assets that carry out missions farther than 50 miles from shore and the modernization of the information technology systems that the Service relies upon to coordinate its operations. The program was known as the Integrated Deepwater Program (Deepwater). Deepwater encountered significant quality and cost issues. The Coast Guard has terminated the Deepwater contract with Integrated Coast Guard Systems (ICGS) and is now performing the acquisition

functions in-house. The assets scheduled for recapitalization remain the same.

In July of 2011, the Government Accountability Office (GAO) released a study on the Coast Guard's acquisition program entitled "Action Needed As Approved Deepwater Program Remains Unachievable". The title refers to the GAO's finding that it will be impossible for the Coast Guard to complete its major acquisitions without breaching its 2007 baseline of 20 to 25 years for construction and delivery of recapitalized assets at a total cost of $24.2 billion. The GAO estimated it could take an additional 10 years to complete and could cost at least an additional $5 billion. The Subcommittee is very concerned with the findings by GAO and was further troubled by the Coast Guard's 2013 budget request, which proposed to slash the acquisitions account by $271.6 million. Members of the Subcommittee questioned Admiral Currier on several of the proposals in the fiscal year 2013 budget related to the acquisitions account and sought an update on the status of assets listed in the program of record.

Title: Review of Vessels Used to Carry Strategic Petroleum Reserve Drawdowns

Date: June 27, 2012

Purpose: The Subcommittee met to review the process used to determine the availability of American flagged vessels during the summer 2011 drawdown of crude oil from the Strategic Petroleum Reserve (SPR) and what steps are being taken to improve that process.

Summary: The Subcommittee heard testimony from the Honorable David Matsuda, Administrator at the United States Maritime Administration (MARAD), and Thomas Allegretti, President and CEO of American Waterways Operators, testifying on behalf of the American Maritime Partnership.

On June 23, 2011, President Obama announced that the United States and its partners in the International Energy Agency would release a total of 60 million barrels of oil onto the world market over a 30-day period to offset the disruption in the oil supply caused by unrest in the Libya. As part of the effort, the United States pledged to release 30 million barrels of oil from the SPR. As part of the announcement on the SPR drawdown, Department of Energy (DOE) indicated that there would be a blanket waiver of the Jones Act for vessels seeking to move SPR oil between SPR terminal sites and refineries. A day later, on June 24, 2011, DOE dropped the language providing for a blanket waiver of the Jones Act. DOE then issued a "Notice of Sale of SPR Oil" which amended and added requirements for bidders on top of those mandated under 10 Code of Federal Regulations, Part 625. According to press reports and information provided to the Subcommittee, in the days following the issuance of the Notice of Sale officials at the DOE and MARAD made statements and took actions which may have been inconsistent with the laws and regulations governing Jones Act waivers.

By September 2, 2011, DOE had completed the drawdown of 30.6 million barrels of oil from the SPR. Ultimately, 44 waivers of the Jones Act were issued to foreign owned, flagged, built, and/or crewed vessels to carry nearly 25.2 million barrels of SPR oil by

water (the remaining 5.4 million barrels went by pipeline). Each waiver involved a foreign vessel carrying 500,000 barrels or more. Only one delivery of SPR oil was conducted by a qualified Jones Act vessel. That American vessel carried 150,000 barrels or less than 1 percent (0.59 percent) of the total SPR oil moved by vessel.

Members of the Subcommittee were concerned with the process undertaken by the Obama Administration to verify that there were not American flagged vessels capable of carrying oil from the drawdown. The Subcommittee sought an explanation from MARAD regarding the Agency's decision to issue the 44 Jones Act waivers and also sought verification from industry that there was sufficient capacity available on American-flagged vessels at the time of the drawdown. Furthermore, the Subcommittee requested input from both parties on how apparent miscommunication between American carriers and the Administration could be avoided during future drawdowns.

Title: A Review of Federal Maritime Domain Awareness Programs

Date: July 10, 2012

Purpose: The Subcommittee met to review the implementation of programs by the Coast Guard to collect, analyze, and disseminate information used to assess and respond to safety and security threats in the maritime domain.

Summary: The Subcommittee heard testimony from Vice Admiral Peter Neffenger, United States Coast Guard Deputy Commandant for Operations.

Maritime domain awareness (MDA) is the Federal government's effort to achieve an understanding of anything in the global maritime environment that can affect the security, safety, economy, or environment of the United States. The process of achieving MDA includes: (1) collection of information, (2) fusion of information from different sources, (3) analysis through the evaluation and interpretation of information, and (4) dissemination of information to decision makers, with the goal of identifying risks and threats in a timely manner.

The Coast Guard is in the process of acquiring new technology and implementing new or revised programs to improve the collection of information to achieve MDA. Members of the Subcommittee sought an update on the Coast Guard's implementation of various MDA programs and expressed their concerns with the apparent lack of infrastructure needed to sufficiently tie the Service's disparate MDA systems into one "common operating picture." Chairman LoBiondo emphasized the importance of MDA systems to national security and articulated his desire to move forward with efforts to ensure the American taxpayer receives a good return on the significant investment made in the Coast Guard's MDA programs.

Title: Tenth Anniversary of the Maritime Transportation Security Act: Are We Safer?

Date: September 11, 2012

Purpose: The Subcommittee held a hearing to review the Coast Guard's implementation of the Maritime Transportation Security Act of 2002 (MTSA) since its passage ten years ago and identify

what improvements still need to be made to enhance the security of our Nation's maritime transportation system.

Summary: The Subcommittee heard testimony from four witnesses: United States Coast Guard Rear Admiral Joseph Servidio, Assistant Commandant for Preparedness, Mr. Stephen Caldwell, Director of the Government Accountability Office's (GAO) Homeland Security and Justice Issues team, Ms. Bethann Rooney, Manager of Port Security for the Port Authority of New York and New Jersey testifying on behalf of the American Association of Port Authorities, and Mr. Chris Koch, President and CEO of the World Shipping Council.

Following the terrorist attacks of September 11, 2001, the Subcommittee developed legislation to improve the security of the Nation's ports and waterways. On November 25, 2002, S. 1214, the Maritime Transportation Security Act of 2002 (P.L. 107–295) was signed into law. MTSA established a framework to improve the security of the Nation's ports, waterways, and vessels from potential terrorist attacks. Responsibility for carrying out the provisions of MTSA was vested in the Department of Homeland Security (DHS) and its component agencies, namely the Coast Guard, Customs and Border Patrol (CBP), and the Transportation Security Administration (TSA). MTSA regulates American flagged vessels and domestic facilities. Several subsequent acts of Congress have made amendments to MTSA, most notably the Security and Accountability For Every (SAFE) Port Act of 2006 (P.L. 109–347), and the Coast Guard Authorization Act of 2010 (P.L. 111–281).

In addition to a general update on the implementation of MTSA provisions, Members of the Subcommittee questioned the witnesses on major provisions of MTSA that GAO reported to be incomplete or unsatisfactory. The areas of concern included the Transportation Worker Identity Credential (TWIC) Program, onboard electronic verification of foreign seafarers, and the Coast Guard's International Port Security Program (ISPS). Although Members expressed their frustration with the shortcomings in MTSA's implementation, they also praised the Coast Guard for its overall approach to the implementation process.

Title: The Challenges That Maintaining Legacy Assets Poses to United States Coast Guard Mission Performance

Date: September 20, 2012

Purpose: The Subcommittee held a hearing to examine the challenges the Coast Guard faces maintaining its legacy assets and how those challenges impact the Service's mission performance.

Summary: The Subcommittee heard testimony from United States Coast Guard Rear Admiral Ronald J. Rabago, Assistant Commandant for Engineering and Logistics, and Mr. Stephen Caldwell, Director of Government Accountability Office (GAO) Homeland Security and Justice Issues team.

The Coast Guard began a process of replacing its aging vessels and aircraft in the late 1990's. The program's focus was those assets that carry out missions farther than 50 miles from shore, as well as the modernization of the information technology systems that the Service relies upon to coordinate its operations. The program was known as the Integrated Deepwater System (Deepwater). Deepwater encountered significant quality and cost issues. Accord-

ingly, the Coast Guard terminated the Deepwater contract with Integrated Coast Guard Systems (ICGS) and is now performing the acquisition functions in-house.

The Service does not expect to complete its recapitalization of legacy assets until the mid-2030s, approximately ten years behind the 2004 Deepwater baseline schedule. In the meantime, the Service's legacy vessels and aircraft are either approaching, or have exceeded, their intended service lives. The age of the legacy assets, coupled with increased operations tempos, have led to increased rates of failure among the assets' parts and major systems. This, in turn, has increased scheduled and unscheduled maintenance costs and reduced patrol hours which have negatively impacted operational readiness and mission performance.

Members of the Subcommittee sought explanations on a number of issues related to the Coast Guard's plan to replace its legacy assets. Chairman LoBiondo was particularly concerned with the Service's ability to meet future operational targets in light of President Obama's request to cut funding for replacement assets by $272 million or 19 percent below the current level. Chairman LoBiondo and other Members also questioned the Coast Guard and GAO on the ballooning costs of scheduled and unscheduled maintenance and the growing operational gaps in the legacy fleet.

LEGISLATION

Title: Coast Guard and Maritime Transportation Act of 2011

Bill Number: H.R. 2838 (Presented to the President on December 14, 2012)

Summary: H.R. 2838, the Coast Guard and Maritime Transportation Act of 2011, authorizes $8.4 billion in funding for the Coast Guard in fiscal year 2012, $8.6 billion in fiscal year 2013, and $8.7 billion in fiscal year 2014. The bill authorizes the end-of-year strength for military personnel at 47,000 for each of the fiscal year 2012 through 2014. The bill also authorizes $22 million for the Federal Maritime Commission in each of the fiscal year 2012 through 2015. Finally, the bill makes changes to current law affecting marine safety, marine transportation system, and the authorities of the Coast Guard. The changes to current law include requiring the Coast Guard Academy to institute the same sexual harassment policy that exists at the other military service academies, repealing a law requiring that the Commandant of the Coast Guard establish an Ombudsman for each Coast Guard District, prohibiting the Commandant from going to production on a sixth national security cutter before acquiring a sufficient number of Long Range Interceptor II and Cutter Boat Over the Horizon IV small boats for each of the first three national security cutters, setting specific deadlines for decommissioning the Coast Guard's two inoperable polar icebreakers, providing a formal authorization to the existing interagency Committee on the Marine Transportation System, and changing the frequency of dockside examinations for commercial fishing vessels from two to five years.

On September 2, 2011, Subcommittee on Coast Guard and Maritime Transportation Chairman Frank A. LoBiondo introduced for himself, and Transportation and Infrastructure Committee Chairman John L. Mica, H.R. 2838, the Coast Guard and Maritime

Transportation Act of 2011. On September 8, 2011, the Committee on Transportation and Infrastructure met in open session to consider H.R. 2838, and ordered the bill, as amended, reported favorably to the House of Representatives by voice vote with a quorum present. The bill was considered by the House beginning on November 4, 2011 and was passed by the chamber on November 15, 2011 by voice vote. On December 5, 2012, the House agreed to Senate amendments to H.R. 2838 with an amendment pursuant to H. Res. 825. The measure passed by voice vote. On December 12, 2012, the Senate agreed to the House amendment to the Senate amendment by voice vote. H.R. 2838 was signed by the President on December 20, 2012.

Title: Piracy Suppression Act of 2011

Bill Number: H.R. 2839 (Reported to the House on November 10, 2011)

Summary: Piracy off the Horn of Africa, and in other high risk waters throughout the world, puts thousands of lives in danger, undermines freedom of navigation, and impacts the world economy. H.R. 2839, the Piracy Suppression Act of 2011, provides new authorities to suppress the threat of piracy on the high seas.

H.R. 2839 instructs the Secretary of Transportation to update an existing training program to include instruction on acceptable use of force against pirates and techniques to use in the event of being taken hostage, requires the use of private armed security on vessels carrying government impelled cargo through high risk waters, and orders the Government Accountability Office to report to the Committee efforts to track ransom payments and the movement of money through Somali piracy networks.

On September 2, 2011, Subcommittee on Coast Guard and Maritime Transportation Chairman Frank A. LoBiondo introduced for himself, and Transportation and Infrastructure Committee Chairman John L. Mica, H.R. 2839, the Piracy Suppression Act of 2011. On September 8, 2011, the Committee on Transportation and Infrastructure met in open session, and ordered the bill reported favorably to the House of Representatives by voice vote with a quorum present. Amended portions of H.R. 2839 were included as an amendment to H.R. 2838, the Coast Guard and Maritime Transportation Act of 2011, and were considered by the House beginning on November 4, 2011. H.R. 2838 passed on November 15, 2011 by voice vote. On December 5, 2012, the House agreed to Senate amendments to H.R. 2838 with an amendment pursuant to H. Res. 825. The measure passed by voice vote. On December 12, 2012, the Senate agreed to the House amendment to the Senate amendment by voice vote. H.R. 2838 was signed by the President on December 20, 2012.

Title: Commercial Vessel Discharges Reform Act of 2011

Bill Number: H.R. 2840 (Passed House on November 3, 2011)

Summary: Discharges of ballast water are currently governed differently by the Coast Guard and the Environmental Protection Agency (EPA), as well as by numerous state laws and regulations. As a result, vessels engaged in international and interstate commerce are required to meet several different standards for the treatment of ballast water, some of which are not technologically

achievable or verifiable. The Commercial Vessel Discharges Reform Act of 2011 establishes a single, uniform national standard for the treatment of ballast water discharged from vessels into navigable waters. The bill also provides for uniform Federal regulation of other discharges incidental to the normal operation of a vessel.

H.R. 2840 amends Title II of the Clean Water Act by adding a new section specifying the circumstances under which a discharge of ballast water from a commercial vessel into navigable waters is permitted and identifies applicable vessels. The bill establishes an initial performance standard that is consistent with the International Maritime Organization (IMO) standard and requires vessel operators to conduct ballast water treatment using technologies certified to meet the performance standard. Furthermore, the legislation requires the Administrator of the Environmental Protection Agency (EPA) to review the performance standard no later than January 1, 2016, and every ten years thereafter to determine whether revising the performance standard is appropriate.

On September 2, 2011, Subcommittee on Coast Guard and Maritime Transportation Chairman Frank A. LoBiondo introduced for himself, Transportation and Infrastructure Committee Chairman John L. Mica, and Subcommittee on Water Resources and Environment Chairman Bob Gibbs, H.R. 2840, the Commercial Vessel Discharge Reform Act. On October 13, 2011, the Committee on Transportation and Infrastructure met in open session to consider H.R. 2840, and ordered the bill, as amended, reported favorably to the House of Representatives by voice vote with a quorum present. H.R. 2840 incorporated into H.R. 2838, The Coast Guard and Maritime Transportation Act of 2011, in a House Rules Committee print for Floor consideration on October 28, 2011. The House began consideration of H.R. 2838 on November 4, 2011. H.R. 2838 was passed by the House on November 15, 2011 by voice vote. Amended portions of H.R. 2840 were included as an amendment pursuant to H. Res 825, which amended Senate amendments to H.R. 2838, the Coast Guard and Maritime Transportation Act of 2012. H.R. 2838 was signed by the President on December 20, 2012.

Title: America's Cup Act of 2011

Bill Number: H.R. 3321 (Enacted on November 29, 2011)—P.L. 112–61

Summary: H.R. 3321 provides a limited waiver of domestic cabotage laws for competing and support vessels participating in America's Cup related races. Excluded from the waiver are vessels transporting more than 25 individuals (in addition to the crew) and vessels transporting individual's point-to-point for hire. It also provides waivers of cabotage laws for several other specific vessels and clarifies that vessels carried on a movable dry dock in Alaska are not considered merchandise under Chapter 551 of title 46, United States Code.

On November 2, 2011, Congressman Wally Herger (R–California) introduced H.R. 3321, The America's Cup Act of 2011. On November 4, 2011, the House agreed to the motion to suspend the rules and pass H.R. 3321 by a vote of 387–2, 1 present. H.R. 3321 was signed into law on November 29, 2011 (Public Law 112–61).

Title: The Coast Guard and Maritime Transportation Act of 2012

Bill Number: H.R. 5887 (Ordered Reported on June 7, 2012)

Summary: H.R. 5887, the Coast Guard and Maritime Transportation Act of 2012, authorizes $8.6 billion for the Coast Guard for fiscal year 2013, $8.7 billion for fiscal year 2014, and $8.76 billion for fiscal year 2015. The bill amends laws regarding Coast Guard authorities, shipping, and navigation. Specifically, H.R. 5887 provides for a 1.7 percent military pay raise in fiscal year 2013, consistent with the budget request; extends the date on which new fishing vessels must be classed to give the Coast Guard sufficient time to provide guidance to the fishing industry and shipyards; prevents the Coast Guard from reducing the number of Response Boat-Mediums it plans to acquire until the Service provides the Committee with adequate justification; prevents the Coast Guard from removing parts from the polar icebreaker, USCGC POLAR SEA, until the Service provides the Committee with a business case analysis on the reactivation and service life extension of the POLAR SEA; and includes provisions providing greater parity in authority between the Department of Defense and the Coast Guard.

On June 1, 2012, Subcommittee on Coast Guard and Maritime Transportation Chairman Frank A. LoBiondo introduced H.R. 5887, The Coast Guard and Maritime Transportation Act of 2012. The Subcommittee on Coast Guard and Maritime Transportation held an oversight hearing to review the Administration's budget proposal on March 7, 2012, an oversight hearing on how Coast Guard regulations impact the maritime sector on April 26, 2012, and an oversight hearing on the Service's acquisition program on May 16, 2012. On June 7, 2012, the Committee on Transportation and Infrastructure met in open session to consider H.R. 5887, and ordered the bill, as amended, reported favorably to the House of Representatives by voice vote with a quorum present.

Amended portions of H.R. 5887 were included as an amendment pursuant to H. Res 825, which amended Senate amendments to H.R. 2838, the Coast Guard and Maritime Transportation Act of 2012. The measure was passed under suspension of the rules on December 5, 2012. On December 12, 2012, the Senate agreed to the House amendment to the Senate amendment by voice vote. H.R. 2838 was signed by the President on December 20, 2012.

Title: The Marine Debris Act Reauthorization Amendments of 2011

Bill Number: H.R. 1171 (Ordered Reported on June 7, 2012)

Summary: H.R. 1171, the Marine Debris Reauthorization Amendments of 2011, reauthorizes the National Oceanic and Atmospheric Administration's (NOAA) Marine Debris Program. NOAA's Marine Debris Program addresses the adverse impact of marine debris on the economy, the marine environment, and navigation safety through voluntary programs that help identify, assess, prevent, reduce, and remove marine debris. H.R. 1171 would reauthorize NOAA's Marine Debris Program at currently appropriated levels through fiscal year 2015, clarify the purpose of the Marine Debris Program, and amend the Act to provide a definition of "marine debris."

On March 17, 2011, Congressman Sam Farr (D–California) introduced H.R. 1171, the Marine Debris Act Reauthorization Amend-

ments of 2011. The Subcommittee on Coast Guard and Maritime Transportation held an oversight hearing to review ways to improve Coast Guard operations and implement efficiencies on July 26, 2011. H.R. 1171 was among the major topics discussed at the hearing. On June 7, 2012, the Committee on Transportation and Infrastructure met in open session to consider H.R. 1171, and ordered the bill, as amended, reported favorably to the House of Representatives by voice vote with a quorum present. Amended portions of H.R. 1171 were included as an amendment pursuant to H. Res. 825, which amended Senate amendments to H.R. 2838, the Coast Guard and Maritime Transportation Act of 2012. The measure was passed under suspension of the rules on December 5, 2012. On December 12, 2012, the Senate agreed to the House amendment to the Senate amendment by voice vote. H.R. 2838 was signed by the President on December 20, 2012.

Title: The Mille Lacs Lake Freedom to Fish Act of 2012

Bill Number: H.R. 5797 (Passed House on August 1, 2012)

Summary: H.R. 5797, the Mille Lacs Lake Freedom to Fish Act of 2012, would exempt the owners and operators of vessels operating on the Lake from compliance with the licensing and vessel inspection requirements of subtitle II of title 46, United States Code. H.R. 5797 would not affect the authority of the Coast Guard to conduct search and rescue and other missions on the lake, or change the state's regulatory program.

On May 17, 2012, Congressman Cravaack (R-Minnesota) introduced H.R. 5797, the Mille Lacs Lake Freedom to Fish Act of 2012. The bill was referred to both the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Water Resources and Environment. On July 27, 2012, the Committee on Transportation and Infrastructure met in open session to consider H.R. 5797, and ordered the bill, as amended, reported favorably to the House of Representatives by voice vote with a quorum present. Mr. Cravaack offered a substitute amendment to exempt owners and operators of vessels operating on Mille Lacs Lake from compliance with Federal laws and regulations requiring the licensing of individuals to operate vessels and the inspection of certain vessels to ensure they meet Federal safety standards. The Cravaack substitute amendment passed by voice vote. On August 1, 2012, the House agreed to the motion to suspend the rules and pass H.R. 5797 by voice vote. Amended portions of H.R. 5797 were included as an amendment pursuant to H. Res. 825, which amended Senate amendments to H.R. 2838, the Coast Guard and Maritime Transportation Act of 2012. The measure was passed under suspension of the rules on December 5, 2012. On December 12, 2012, the Senate agreed to the House amendment to the Senate amendment by voice vote. H.R. 2838 was signed by the President on December 20, 2012.

Subcommittee on Economic Development, Public Buildings, and Emergency Management

During the 112th Congress, the Subcommittee on Economic Development, Public Buildings, and Emergency Management, chaired by Congressman Jeff Denham (R–California), with Delegate Elea-

nor Holmes Norton (D–District of Columbia) serving as Ranking Member, held 22 Subcommittee hearings (99 witnesses and approximately 39 hours). The Subcommittee also held three markup sessions and one roundtable discussion.

HEARINGS

Title: Sitting on Our Assets: Cutting Spending and Private Redevelopment of Underperforming Buildings

Date: February 10, 2011

Purpose: Received testimony on the costs to the taxpayer of underperforming or vacant assets, models for their redevelopment or reuse, and how spending can be reduced through private redevelopment of underperforming assets. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: The Subcommittee received testimony from the General Services Administration (GSA) Public Buildings Services Commissioner, the director of the Physical Infrastructure Team of the GAO, and the Chairman of the 2005 Department of Defense Base Realignment and Closure (BRAC) Commission.

This field hearing was held at the Annex of the Old Post Office Building on Pennsylvania Avenue, NW in downtown Washington, District of Columbia. The Old Post Office Building is just one example of a poorly managed Federal property. The Annex, which was built with $1.8 million in government funding in addition to millions in private funds, has been unoccupied for ten years. According to reports, the maintenance of the vacant Annex costs taxpayers $6.5 million each year.

GSA testified in agreement that the Old Post Office Building Annex was a commercial failure and that it would transform the asset for better use and to put up a Request for Proposals for private redevelopment. GSA told the Subcommittee that it was taking the necessary steps to aggressively renovate and reuse other underperforming Federal properties across the country. The Chairman of the 2005 BRAC Commission explained the process for the past realignment of military installations and how it could be applied to civilian property in order to maximize value from underperforming assets.

Title: Managing Costs and Mitigating Delays in the Building of Social Security's New National Computer Center

Date: February 11, 2011

Purpose: A joint oversight hearing between the Subcommittee on Economic Development, Public Buildings, and Emergency Management and the Committee on Ways and Means, Subcommittee on Social Security to receive testimony on the site selection and construction of the Social Security Administration's (SSA) new national computer processing and data storage facility to replace the National Computer Center (NCC), currently located in Woodlawn, Maryland. The hearing was conducted pursuant to the Committee's plan of supervision for the construction and renovation of Federal property under the American Recovery and Reinvestment Act of 2009 (ARRA).

Summary: The Subcommittees received testimony from the Inspector General of the Social Security Administration, the deputy commissioner of the GSA Public Buildings Service, and the deputy commissioner of Systems for the SSA.

The Subcommittees previously held a joint hearing on the new NCC on December 15, 2009. The new facility is funded from the ARRA, which provided $500 million for the project. The replacement of the NCC is the single largest building project funded under the ARRA.

The Subcommittees were concerned with delays in site selection and its effect on the project's budget. GSA testified that it had selected a site at Urbana in Frederick County, Maryland, in early February, 2011 and was beginning the process for design/build construction solicitation. GSA noted that the project remained on budget but pushed back the construction completion date from October, 2013 to September, 2014. SSA detailed aspects of the Information Technology (IT) workload for the new NCC, which will take responsibility for certifying payments of over $60 billion a month to 50 million American seniors.

Title: Cutting Spending and Consolidating Federal Office Space: GSA's Capital Investment and Leasing Program

Date: March 10, 2011

Purpose: Receive testimony on GSA's Capital Investment and Leasing Program (CILP) including alteration, design, modernization, construction, leasing, and building purchase activities. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and the Federal Buildings Fund (FBF).

Summary: The Subcommittee received testimony from the commissioner of GSA's Public Building Service (PBS). The CILP provides the necessary resources to maintain current real property assets and acquire new or replacement assets, through ownership or leasing. The President's fiscal year 2012 budget requests a total of $9.5 billion in new obligational authority for the FBF to fund various projects. At the hearing, the PBS Commissioner testified about its requests for $840 million for new construction projects including five new land ports of entry, Federal Bureau of Investigations consolidation in San Juan, Puerto Rico, and the St. Elizabeth's Department of Homeland Security consolidation in Washington, District of Columbia. GSA also requested more than $395 million in funding for repairs and alterations.

Title: Improving the Nation's Response to Catastrophic Disasters: How to Minimize Costs and Streamline our Emergency Management Programs

Date: March 30, 2011

Purpose: Received testimony on how to better respond to disasters in the wake of the catastrophic earthquakes that devastated Japan in early March 2011. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Summary: The Subcommittee received testimony from representatives of the Federal Emergency Management Agency (FEMA), the United States Forest Service, the Nuclear Regulatory Commission

(NRC), the American Red Cross, and state and local emergency managers.

This hearing was held in response to the catastrophic earthquakes that devastated Japan on March 13, 2011. It specifically focused on using better coordination between local, state, and Federal authorities. With saving lives being the top priority in disaster recoveries, minimizing costs and cutting the bureaucratic red tape are also of utmost importance.

FEMA testified on improvements made to disaster preparedness through its "Whole Community" approach. This program recognizes that FEMA is not the Nation's sole emergency management team and to achieve maximum effectiveness in preparedness and recovery, FEMA must work with the entire emergency management community. FEMA also touched upon its national public service campaign, *Ready*. The program partners with the Advertising Council to educate and empower Americans to prepare for and respond to all emergencies, including natural disasters and potential terrorist attacks. The goal of the campaign is to get the public involved and to increase the level of basic preparedness across the Nation.

Title: Can a Civilian BRAC Commission Consolidate Federal Office Space and Save Taxpayers Billions?

Date: April 6, 2011

Purpose: Received testimony on whether a civilian Base Realignment and Closure Commission (BRAC) process can effectively consolidate Federal office space, maximize value to the taxpayer, and save taxpayers billions. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: The Subcommittee received testimony from the Office of Management and Budget, the General Services Administration (GSA), the Government Accountability Office (GAO), and the Chairman of the 2005 Department on Defense BRAC Commission.

In fiscal year 2009, the Federal government spent $1.7 billion in annual operating costs for underutilized buildings and $134 million annually for excess buildings. A civilian BRAC process, which would establish a fair process of evaluating Federal space needs, has the potential to save the taxpayers billions of dollars by addressing the currently underutilized Federal real property and over-reliance on costly leasing. GAO conducts biennial reviews on high-risk areas within the Federal government to bring focus to specific areas needing added attention and oversight. Areas are identified as "high" risk due to their greater vulnerabilities to fraud, waste, abuse, and mismanagement or areas that need broad-based transformation to address major economic, efficiency, or effectiveness challenges. Unfortunately, despite executive orders and memoranda issued during two Administrations and acts of Congress intended to improve the management of Federal real property, these problems persist. GAO acknowledged that while the government works to improve its real property planning the government still has not made significant reductions in excess property. GAO added that a process similar to DoD's BRAC Commission could help move this program forward.

Title: Richard H. Poff Federal Building Renovation: Is it Costing the Taxpayer Too Much?

Date: April 14, 2011

Purpose: Receive testimony on the renovation and modernization of the Richard H. Poff Federal Building, located in Roanoke, Virginia. The hearing was conducted pursuant to the Committee's plan of supervision for the construction and renovation of Federal property under the American Recovery and Reinvestment Act of 2009 (Public Law 111–5).

Summary: The Subcommittee received testimony from Congressman Bob Goodlatte, the Mid-Atlantic Regional Administrator of the General Services Administration (GSA), the Inspector General of GSA (GSA IG), and the Clerk of the United States District Court of Western Virginia.

The costs of the Poff Federal Building renovation are projected to exceed the project's estimated $51 million price tag by $10–15 million or more. According to the GSA, the purpose of the project is to update building systems and improve its emergency efficiency by incorporating "greening" elements. Included in the American Recovery and Reinvestment Act (ARRA) was $5.5 billion for the Federal Building Fund of the GSA. ARRA designated $4.5 billion of those funds for converting GSA buildings into High Performance Green Buildings, as defined by the Energy Independence and Security Act (EISA) of 2007. The Poff Federal Building is included in GSA's Spend Plan as an ARRA project. The property is located in Roanoke, Virginia and was constructed in 1975. It has approximately 316,000 gross square feet of space and is occupied by the Department of Veterans Affairs (VA) (49 percent), the United States Courts and United States Marshals (36 percent), and other agencies (15 percent). Congressman Goodlatte has expressed concerns and has followed up with GSA and the GSA IG on a number of these issues, such as to the cost-benefit analysis related to some of the greening elements, whether the renovation costs are reasonable, whether renovation was the most cost-effective solution for meeting the tenants' space needs, and the impact of the construction on the tenant agencies. In addition, Senators Webb and Warner, both of Virginia, have also expressed concerns, particularly regarding the impact of the renovation on current tenants.

Title: How to Stop Sitting on Our Assets: A Review of the Civilian Property Realignment Act

Date: May 12, 2011

Purpose: Received testimony on specific legislative proposals to employ a Base Realignment and Closure Commission (BRAC) like process to civilian properties to produce significant savings to the taxpayer. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and waste, fraud, abuse or mismanagement of government programs.

Summary: The Subcommittee received testimony from the Office of Management and Budget, the Department of State, the Chairman of the 2005 Department of Defense BRAC Commission and the private sector.

H.R. 1734, the Civilian Property Realignment Act, was introduced by Subcommittee Chairman Jeff Denham on May 4, 2011. The legislation would establish a framework through which a board

or commission would independently review Federal properties and make recommendations for consolidations, co-locations, redevelopment, selling or other actions to minimize costs and produce savings for the taxpayer. The Office of Management and Budget (OMB) estimates that the proposal could save taxpayers more than $15 billion.

The Administration submitted a similar proposal for a civilian BRAC in early 2011. The OMB Controller testified that the differences between the Denham and Administration proposals are bridgeable and that he looked forward to continuing to work together to establish a civilian BRAC process. H.R. 1734 would create a nine member commission appointed by the President and confirmed by the Senate with input from House and Senate leadership. The Administration's proposal requires Federal agencies to send information and initial recommendations to the Board. H.R. 1734 would require initial recommendations submitted to the Commission be compiled through General Services Administration (GSA), in consultation with the chairperson of the Federal Real Property Council, and analyzed against standardized criteria that are consistent with the standards detailed in the legislation and published in the FEDERAL REGISTER. The Administration's proposal includes additional provisions for an annual review of the postal field offices and an annual assessment of the assets owned or managed by the State Department's Bureau of Overseas Building Operations. The Administration's proposal terminates the Board in 12 years. H.R. 1734 terminates the Commission in six years. H.R. 1734 also mandates an independent leasing authority and requires that agencies seeking to lease space for the purposes of a public building work through GSA to acquire such space. The witnesses stressed the importance of private sector participation and expertise to the success of the initiative. The managing partner of JBG Companies, which invests, develops, and manages commercial real estate in the Washington area, testified if the private sector sees progress with a civilian BRAC process and the opportunity to work with the Federal government, many would "come out of the woodwork" with proposals to better utilize Federal properties and save taxpayers money.

Title: The Securities and Exchange Commission's $500 Million Fleecing of America

Date: June 16, 2011

Purpose: Received testimony on the Securities and Exchange Commission's (SEC) management of its independent authority to lease space and the May 16, 2011, SEC Inspector General (SEC IG) report related to SEC's lease procurement of 900,000 square feet of space under a ten year lease worth over $500 million. The hearing was conducted pursuant to the Committee's plan for oversight of agencies with independent leasing authority and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: The Subcommittee received testimony from the SEC, the SEC Inspector General, and the General Services Administration (GSA).

On July 28, 2010, the SEC entered into a sole source lease for 900,000 square feet of space with an option to lease 500,000 addi-

tional square feet at Constitution Center located at 7th and D Streets, SW, in Washington, District of Columbia. The SEC's rationale for the need for new space related to passage of the Dodd-Frank Wall Street Reform and Consumer Protection Act (the Dodd-Frank), which expanded SEC's responsibilities. The $556 million lease was "negotiated" in three business days and signed on July 28, 2010, and not long after it was signed questions were raised regarding whether the SEC needed the space. The building is owned by David Nassif Associates (Landlord) and is the former location of the Department of Transportation headquarters. The building was completely renovated by the Landlord to be a modern, efficient class-A office building, reportedly exceeding Level IV security standards and is expected to be rated LEED Gold, a top green building certification. Following reports of the lease agreement, the SEC IG initiated an investigation into the lease. On May 16, 2011, the SEC IG concluded its investigation and, at the request of the Subcommittee, the SEC released the report to the Subcommittee.

Title: The Securities and Exchange Commission's $500 Million Fleecing of America: Part Two

Date: July 6, 2011

Purpose: The Subcommittee held a second hearing to receive testimony on the Securities and Exchange Commission's (SEC) mismanagement of its independent authority to lease space and the May 16, 2011, SEC Inspector General (SEC IG) report related to SEC's lease procurement of 900,000 square feet of space under a 10-year lease of Constitution Center in Washington, District of Columbia worth over $500 million. The hearing was conducted pursuant to the Committee's plan for oversight of agencies with independent leasing authority and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: Received testimony from the Chairman of the SEC and SEC IG. The SEC Chairman testified that she took full responsibility for the misguided lease of Constitution Center. Because of the Subcommittee's investigation, the SEC Chairman agreed to give up the Agency's independent leasing authority and consult with General Services Administration (GSA) on future leasing opportunities.

The SEC IG testified that he had referred the investigation to the Department of Justice. The SEC IG also noted that several SEC employees may face disciplinary action for backdating documents that justified the lease.

Title: FEMA Reauthorization and Cutting the Red Tape in Recovery

Date: July 14, 2011

Purpose: The Subcommittee held a hearing to examine the issues of communities recovering from a disaster in the context of a Federal Emergency Management Agency (FEMA) reauthorization. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Summary: Received testimony from the Administrator of FEMA, and state and local emergency managers.

The Administrator of FEMA testified that pre-disaster preparedness and mitigation are critical to recovery and resilience-building.

Additionally, timely decisions can significantly reduce recovery time and cost. The FEMA Administrator believed that it is important that all members of the team understand their role in disaster response and recovery and to begin to prepare for disasters before they occur. The Administrator highlighted FEMA's recovery capabilities and programs that can be provided when states request Federal assistance for presidentially declared disasters of all sizes, including catastrophic events and terrorist attacks. The process begins with quickly processing state requests for disaster assistance. Then, after life-saving and life-sustaining operations have ceased, the recovery process requires the restoration of basic services within 60 days.

A representative of a federally recognized Indian tribe in Arizona testified about their support for H.R. 1953, legislation that would authorize Indian tribes to directly request the President for a major disaster or emergency declaration instead of being treated as a local entity.

Title: The Economic Development Administration: How to Improve Effectiveness through Reforms and Consolidations

Date: July 27, 2011

Purpose: The Subcommittee held a hearing to receive testimony on the Economic Development Administration (EDA) and how its programs can be improved.

Summary: Received testimony from the EDA, the Government Accountability Office (GAO), local economic development officials, and the private sector.

EDA testified about its work to promote economic development around the Nation in the current tough economic climate. The EDA reported that their best investments foster public and private partnerships as well as supporting "bottom-up" business strategies from local and community leaders. The EDA also testified that the agency was working on coordinating its various efforts and trying to prevent the duplication of other Federal activities in certain areas.

Government Accountability Office (GAO) testified about its report regarding 80 economic development programs whose purpose seems to overlap with directives of Federal agencies. EDA reported that the Department of Commerce, the Department of Housing and Urban Development, the United States Small Business Administration, and the Department of Agriculture appear to have taken actions to implement some collaborative practices but have offered little evidence so far that they have taken steps to develop compatible policies or procedures with other Federal agencies or to search for opportunities to leverage physical and administrative resources with their Federal partners. GAO also found that the agencies appear to collect only limited information on program outcomes—information that is necessary to determine whether this potential for overlap and fragmentation is resulting in ineffective or inefficient programs.

Title: Streamlining Emergency Management: Improving Preparedness, Response, and Cutting Costs

Date: October 13, 2011

Purpose: The Subcommittee held a hearing to examine how the emergency management system and programs can be streamlined to reduce costs and improve preparedness and response.

Summary: Received testimony from the Federal Emergency Management Agency (FEMA), the Department of Homeland Security Office of the Inspector General (DHS IG), state and local emergency managers and the private sector.

FEMA testified that the more efficient its operations are, the more people it can support and that the agency is constantly looking for ways to cut costs and streamline its processes. Through careful management of the Disaster Relief Fund (DRF) funds; implementation of "FEMAStat," a management tool used to identify potential process improvements; and increased oversight of contract administration, FEMA has identified and capitalized upon numerous opportunities to use its resources more efficiently. Over the past two years, FEMA has put additional mechanisms in place to reduce costs and identify funds that could be de-obligated and returned to the DRF. By increasing the level of oversight of the status of mission assignments, contracts, and grants, FEMA has been able to return over $4.7 billion (as of September 27, 2011) to the DRF since the beginning of fiscal year 2010. In addition to improvements to FEMA's operational efficiency, it also testified to having increased the effectiveness of the Individual Assistance (IA) program. FEMA's IA program provides assistance to individuals and families after a disaster, including emergency assistance, the Individuals and Households Program (IHP), Crisis Counseling Program, Disaster Legal Services, Disaster Unemployment Assistance, and the Disaster Case Management Program.

The DHS IG testified to areas in which improvement was needed to speed recovery and reduce costs. The DHS IG highlighted that there were hundreds of field offices still open dating back to the Northridge Earthquake. The DHS IG asserted that speeding up recovery would result in more timely closure of these offices thus reducing administrative costs. The DHS IG agreed that steps like implementing cost estimating would help streamline the process.

State emergency managers testified to the importance of ensuring that state emergency management programs remain resilient and that there is better coordination of resources between Federal, state, and local entities.

Title: A Review and Analysis of the Proposed $400 Million Los Angeles, California Federal Courthouse Project

Date: November 4, 2011

Purpose: The Subcommittee held a hearing that focused on the current justification of a third courthouse in Los Angeles, California, including the size, scope, compliance with courtroom sharing guidelines, and cost implications of the entire courthouse complex in Los Angeles.

Summary: Received testimony from the United States courts, the General Services Administration (GSA), and the Government Accountability Office (GAO). The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

The hearing was held in response to the GSA's insistence on moving forward with construction of a new $400 million Federal

courthouse in Los Angeles, California, while ignoring profound criticism that the project is unnecessary due to the actual space needs for Federal judges and the lack of courtroom sharing in the current Spring Street and Roybal courthouses. In the view of the Subcommittee, the project would ultimately be a wasteful expenditure of taxpayer money.

A Los Angeles Federal district court judge and GSA testified to the need of the new courthouse. The Federal judge reported that there were security concerns in the Spring Street courthouse and that it was no longer meeting GSA's building requirements for Federal courthouses. First proposed in its 2001 Capital Investment and Leasing Program, GSA acknowledged that the decade old project should have progressed more efficiently.

GAO testified to the results of its recent reports, which found that the addition of a third courthouse to the Los Angeles courthouse complex would exceed the needs of their judicial system. The GAO report has found this type of waste in courthouses across the country. GAO found that the proposed courthouse was designed to provide courtrooms to accommodate the judiciary's estimate of 61 district and magistrate judges in the Los Angeles Court by 2011—which, as of October 2011, exceeds the actual number of such judges by 14. This disparity calls into question the space assumptions on which the original proposals were based. In addition, the Los Angeles court was planning for less courtroom sharing than is possible. In 2011, the judiciary also approved sharing for bankruptcy judges. Additional courtroom sharing could reduce the number of additional courtrooms needed for the Los Angeles courthouse, thereby increasing the potential options for housing the Los Angeles court.

Title: The Effectiveness of Our Nation's Public Alert System

Date: December 13, 2011

Purpose: To receive testimony from the Federal Emergency Management Agency (FEMA), the Federal Communications Commission (FCC), and representatives of the wireless, cable, and broadcasting industries to examine the development of FEMA's Integrated Public Alert and Warning System (IPAWS) and receive testimony regarding the recent test of the nation's Emergency Alert System (EAS). The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Summary: Received testimony from Mr. Damon Penn, Assistant Administrator, National Continuity Programs Directorate, Federal Emergency Management Agency, Mr. James Arden Barnett, Jr., Rear Admiral (Ret.), Chief, Public Safety and Homeland Security Bureau, Federal Communications Commission, Ms. Suzanne D. Goucher, President and CEO, Maine Association of Broadcasters, Mr. Chris Guttman-McCabe, Vice President, Regulatory Affairs, CTIA—The Wireless Association, and Dr. William Check, Senior Vice President of Science and Technology, National Cable and Telecommunications Association.

Currently, the United States issues emergency warnings through the EAS, which relays messages through broadcast and other media. EAS allows the President and authorized officials to transmit emergency messages to the public via television and radio. The

current system is largely based on 1960s technology and is only able to transmit limited text and audio alerts.

On November 9, 2011, the first nation-wide test of EAS was conducted. The test only involved the legacy TV and radio system. The visual message indicated that EAS had been activated; however, the message indicating it was a test was in audio. This raised concerns that many, including the hearing impaired, could mistake the test for an actual emergency. Other issues reported include three of the 63 Primary Entry Point stations failed to rebroadcast the message resulting in some members of the public not receiving a message and reports of poor or no audio or the playing of music in lieu of the message.

On September 13, 2011, Chairman Denham and Ranking Member Norton introduced H.R. 2904, the Integrated Public Alert and Warning System Modernization Act of 2011, which would establish a clear framework and timetable for FEMA's modernization of its public alerts and warning system. The framework for modernization of the system created in H.R. 2904 would develop a system that would provide for the use of as many methods of communication as possible, including wireless technologies in sending alerts. IPAWS aims to improve public safety through the rapid dissemination of emergency messages to as many people as possible over as many communication devices as possible, including multiple languages, in American Sign Language, and in Braille.

Title: One Year Later: Still Sitting on Our Assets

Date: February 9, 2012

Purpose: The Subcommittee held a field hearing at the Annex of the Old Post Office Building (OPO) on Pennsylvania Avenue NW in downtown Washington, District of Columbia, to receive testimony on progress made in redeveloping the property as well as the status of other underperforming and vacant Federal properties throughout the country. The hearing was conducted pursuant to Clause 2(n) of House rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: Received testimony from the Commissioner of the Public Buildings Service of the General Services Administration (GSA).

The OPO Annex opened in the 1980s but was never fully occupied. To this day, the Annex remains vacant and deteriorating and GSA spends about $12 million to operate and maintain the facility, which results in an annual operating loss of $6.5 million. The Subcommittee held a field hearing at the OPO a year ago on February 8, 2011, where Members urged GSA to redevelop the property through private investment.

During this hearing, GSA announced its plans to finally redevelop the OPO by selecting a bid from Trump Hotel Collection. GSA testified that there were several bids to renovate the property into a hotel or office space and that the GSA awarded preliminary approval to the Trump Organization. GSA reported that the agency would begin negotiations with the Trump Organization over the next year with a target construction date in 2013.

The Subcommittee also questioned GSA on numerous underutilized Federal assets around the country including the Cotton Annex in Washington, District of Columbia, the Los Angeles Courthouse

project, the Walter Hoffman United States Courthouse project in Norfolk, Virginia, and the Thurgood Marshall and Daniel Patrick Moynihan Federal Courthouses in New York, New York.

Title: Sitting on Our Assets: The Cotton Annex

Date: March 22, 2012

Purpose: The Subcommittee held a field hearing at the Cotton Annex at 300 12th Street SW in downtown Washington, District of Columbia, to receive testimony on the costs to taxpayers of underperforming or vacant Federal properties, models for their redevelopment or reuse, and how spending can be reduced through private redevelopment of underperforming assets. The hearing was conducted pursuant to Clause 2(n) of House rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: Received testimony from Senator Scott P. Brown (R–Massachusetts) and Robert Peck, Commissioner of the Public Buildings Service of the General Services Administration (GSA).

The Cotton Annex is an empty 89,000-square-foot building occupying a substantially larger parcel of highly desirable but underdeveloped land in Washington, District of Columbia. Much of the prized site is taken up by a large parking lot. The building was most recently occupied by the Department of Agriculture, but has been vacant for the last five years. The Congressional Budget Office conservatively estimated the sale value of the building and land at $150 million.

Senator Scott Brown expressed his concern about GSA's mismanagement of Federal assets and testified about his efforts to get Federal property management reform legislation passed in the Senate. Senator Brown noted that he would introduce a companion bill to Subcommittee Chairman Jeff Denham's reform legislation, H.R. 1734, the Civilian Property Realignment Act, which passed the House of Representatives on February 7, 2012.

Commissioner Peck testified that the Cotton Annex represents one of the few remaining developable parcels in Washington, District of Columbia, in GSA's inventory. The Commissioner said that the operational costs of the vacant building were $279,000 in fiscal year 2011 and that was fully funded by revenue gained from renting the facility's parking lot to the Federal Protective Service. The Commissioner alluded to various options that GSA was considering for the property, including potential redevelopment scenarios for the renovation/replacement of GSA's Heating Operations and Transmission District (HOTD). Commissioner Peck also noted that given prior studies showing that Federal construction presents the highest and best use of the property, GSA's desire to locate agencies in government-owned space, the potential uses this property may have, and the fact that the property has generated a net positive return, GSA has continued to hold on to this property.

Title: GSA's Squandering of Taxpayer Dollars: A Pattern of Mismanagement, Excess, and Waste

Date: April 17, 2012

Purpose: The Subcommittee held a hearing to receive testimony on General Services Administration's (GSA) waste of taxpayer dollars on a lavish 2010 Western Regional Conference (WRC), its "Hats Off" employee rewards program, and other waste and abuse

of taxpayer dollars. The hearing was conducted pursuant to Clause 2(n) of House rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: Received testimony from GSA Inspector General (GSA IG) Brian Miller, GSA Deputy Administrator Susan Brita, former GSA Administrator Martha Johnson, Acting GSA Administrator Daniel Tangherlini, GSA Chief Financial Officer Alison Doone, former Commissioner of the GSA Public Buildings Service (PBS) Robert Peck, Deputy PBS Commissioner David Foley, and PBS Events Planner Lisa Daniels. Region Nine PBS Commissioner Jeff Neely was invited to the hearing, but refused to testify.

On April 2, 2012, the GSA IG issued a Management Deficiency Report on the GSA Public Buildings Service and its 2010 WRC. The GSA IG indicates that the GSA Deputy Administrator requested that the GSA IG investigate allegations of possible excessive expenditures and employee misconduct related to the 2010 WRC. The 2010 conference had approximately 300 attendees and occurred at the M Resort Spa Casino just outside Las Vegas, Nevada. The IG found that the total cost of the conference was $822,751, including $136,504 spent on eight pre-conference scouting trips alone. The report also found that over $75,000 was spent in a "team building" exercise, where several bicycles were assembled for charity. Conference planners also ignored protocols for bid contracts for hotels and audio/visual companies and even hired a mind-reader and a clown among other outlandish purchases. The GSA IG report found that this conference was overly excessive, wasteful, and in some cases impermissible.

The hearing focused primarily on the 2010 WRC and other examples of gross misconduct by GSA employees that arose during the investigation. Officials were also questioned about the rapidly growing budget of the Public Buildings Service and requests were again made by Subcommittee leaders for a detailed and transparent list of the Agency's administrative costs.

Title: Sitting on Our Assets: The Georgetown Heating Plant

Date: June 19, 2012

Purpose: The Subcommittee held a field hearing at the Georgetown Heating Plant at 1051 29th Street NW in Washington, District of Columbia, to receive testimony on the costs to the taxpayer of underperforming or vacant assets and ensuring that the process for the planned sale of the Georgetown Heating Plant provides the highest return to the taxpayer. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: Received testimony from Mr. Flavio Peres, Deputy Assistant Commissioner of Real Property Utilization and Disposal for the General Services Administration (GSA).

The Georgetown Heating Plant, also known as the West Heat Plant, was constructed in 1948 to provide steam to Federal buildings on the west side of the city. The plant was decommissioned in 2000 and subsequently served as a fuel storage site and a parking facility for government vehicles. Since ceasing operation as a steam plant, the facility has cost the taxpayer more than $3.5 million in operating expenses, despite the fact that the facility sits in the densely developed area of Georgetown adjacent to high value

real estate development. The facility was only declared surplus property in November, 2011, 11 years after it was closed as a steam plant. GSA is now commencing its marketing and appraisal efforts and intends to sell the property through a public sale targeted for the fall of 2012. GSA intends the property to be sold "As-is, Where-is" and there is no indication as to how the local city agencies will zone the site for private use. However, immediately surrounding the facility is dense commercial and residential development, including retail, hotels, and residences.

The Deputy Assistant Commissioner testified that GSA formally declared the parcel excess to its needs on October 19, 2011. As the first step in the disposal process, GSA screened the property for other Federal needs, and with no expressions of interest, declared the property surplus to the Government's needs in November, 2011. After conducting required homeless screening in accordance with the McKinney-Vento Homeless Act, GSA commenced marketing and appraisal efforts in support of a public sale of the property. The Deputy Commissioner stated that GSA was proceeding with required reviews under the National Environmental Policy Act and the National Historic Preservation Act, and that these evaluations were slated for completion in the late summer 2012. GSA testified that the property would be sold by online auction at realestatesales.gov in fall 2012 and that it already had a great deal of interest from private sector developers. Upon questioning by Members of the Subcommittee as to the perceived value of the plant, the Deputy Assistant Commissioner refused to give an estimate, but said that it would be "substantial."

Title: Reducing costs to Taxpayers and Saving Lives Through Hazard Mitigation and Building Codes

Date: July 24, 2012

Bill Number: H.R 2069 (The Safe Building Code Incentive Act)

Purpose: To examine how building codes and mitigation efforts minimize costs associated with disasters and save lives. In particular, the Subcommittee examined the H.R. 2069, the Safe Building Code Incentive Act, introduced by Congressman Diaz-Balart (R–Florida). The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Summary: Received testimony from The Honorable Mario Diaz-Balart (R–Florida), David Miller, Associate Administrator of the Federal Insurance and Mitigation Administration, Jim Mullen, President of the National Emergency Management Association, Jimmy Gianato, Director of Homeland Security and Emergency Management of West Virginia, Chief Hank C. Clemmensen, First Vice President of the International Association of Fire Chiefs, Chad Berginnis, Executive Director of the Association of State Floodplain Managers, Julie Rochman, President and CEO of Insurance Institute for Business and Home Safety, and Rod Matthews CPCU, P&C Operations Vice President of State Farm Insurance Company.

On June 1, 2011, Rep. Diaz-Balart introduced H.R. 2069, the Safe Building Code Incentive Act. The bill would provide incentives, through mitigation assistance, to states to adopt and implement statewide building codes to minimize damages from disasters, save lives, and save taxpayer dollars. The legislation provides for

voluntary participation. States that do not meet the building code requirements would not be penalized. States that already have and enforce building codes would be rewarded.

Ninety-nine major disasters and twenty nine emergency declarations accounted for $72.8 billion in overall disaster costs in 2011, the fifth most costly year in United States history for insured catastrophe losses. Through the first half of 2012, there was a total of $14.6 billion in economic losses accrued. "It is evident that Mother Nature is sending us a wake-up call", Rep. Diaz-Balart testified, "Encouraging states to adopt model national building codes can help fortify our Nation's defenses against major storms."

On April 4, 2012, the National Association of Mutual Insurance Companies (NAMIC) commissioned a study to specifically examine the impact of the Building Codes Incentive Act and states adopting and enforcing state-wide codes. The study concluded that since 1988, net savings from hurricane and wind damages would have been $11 billion, had building codes been adopted. Specifically, the study highlighted that the Federal Emergency Management Agency (FEMA) had spent $67 billion in grants since 1988 on hurricane damages alone. Had the buildings exposed to these disasters been built to model building codes, the losses would have been reduced as much as $13 billion, or close to 20 percent. However, in some instances, like Hurricane Charley in 2004, the Insurance Institute for Business and Home Safety (IBHS) concluded that Florida's strict building codes reduced property damage by more than 40 percent.

H.R. 2069 would provide a four percent post-disaster relief grant from FEMA to States that meet the national building codes qualification. The four percent in post-disaster relief grants would address long-term hazard mitigation, such as improving drainage structures, restraining cables on bridges, elevating structures to reduce flood damage, and installing window shutters for hospitals and other critical facilities. This four percent incentive for relief is in addition to the estimated 20 percent in mitigation savings (concluded from IBHS report) from building devastation alone. Stronger buildings will undoubtedly increase the safety of disaster stricken regions, therefore saving lives. The fiscal and human savings are designed to incentivize States to increase disaster mitigation and save taxpayer dollars.

Title: Sitting on Our Assets: The Vacant Federal Courthouse in Miami

Date: August 6, 2012

Purpose: To receive testimony from the United States courts, the Government Accountability Office (GAO) and the General Services Administration (GSA). The hearing focused on the costs to the taxpayer of the underperforming or vacant assets and the overbuilding of Federal courthouses.

Summary: Received testimony from The Honorable Frank M. Hull, Circuit Judge, United States Court of Appeals for the Eleventh Circuit, Mr. David Wise, Director, Physical Infrastructure Team, GAO, and Mr. John Smith, Regional Commissioner, Public Buildings Service, GSA. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

This was the fourth hearing held in a vacant Federal building part of an effort to highlight the extent of GSA wasteful property management. The Miami courthouse complex consists of five buildings, including the vacant David W. Dyer Federal Building Courthouse. The Dyer building has been vacant since 2007, when the new Wilkie D. Ferguson Jr. United States Courthouse was completed. The Ferguson Courthouse was originally designed to supplement space in the Dyer building. More space was needed to accommodate the growing number of criminal trials in the district and to increase security in the court complex. However, the Ferguson building was built so large, the Dyer building was vacated. The Ferguson building was built to accommodate 33 judges, based on a year 2000 estimate. There are currently 27 active judges. According the GAO, the courthouse was overbuilt by 238,000 square feet, at an excess cost of $49 million. In addition, the excess space costs $3.8 million annually in maintenance costs.

The GAO testified that overbuilding and underutilizing courthouses is a nationwide problem. In the ten year period between 2000 and 2010, the GAO found that there was 3.56 million square feet of extra, un-used space in the 33 courthouses that were constructed. GAO cited three reasons for this problem: the Judiciary grossly over-estimated its projection of future judges assigned to courthouses, new courthouses did not incorporate courtroom sharing, and GSA constructed courthouses above the Congressionally-approved size. The GAO recommended two solutions to help GSA build more efficient courthouses and help them better manage underutilized assets. The first is for the GSA to implement a plan to improve its Federal Real Property Council (FRPC). GAO suggested the FRPC improve its sound data collection practices, so they are more complete, accurate, and consistent. The second is for the Office of Management and Budget (OMB) to consult with the FRPC in order to develop and publish a national strategy for managing Federal excess and underutilized property.

The GSA testified that they are aggressively moving to ensure better utilization of Federal real estate. The GSA stated that they not only met, but exceeded the $3 billion savings goal between the years of 2010 and 2012. GSA also stated that they looked into renovating the Dyer courthouse which was built in 1933, but the costs were estimated at $60 million. The GSA intends to reposition the property in the near future but cited difficulties in separating the shared utility infrastructure, parking, courtyard, and tunnels between the Dyer Federal Building and Courthouse, and the C. Clyde Atkins United States Courthouse.

Title: California's Sacramento-San Joaquin Delta: Planning and Preparing for Hazards and Disasters

Date: August 16, 2012

Purpose: To receive testimony from the Federal Emergency Management Agency (FEMA), the California Emergency Management Agency (CalEMA), a county emergency manager, and public utilities in order to examine planning and preparedness for disasters in the Sacramento-San Joaquin Delta region. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Summary: Received testimony from Congressman John Garamendi (D–California), Mr. Robert J. Fenton, Jr., Assistant Administrator for Response, Office of Response and Recovery, FEMA, Mr. Brendan Murphy, Assistant Secretary, (CalEMA), Mr. Ronald E. Baldwin, Former Director of Emergency Operations, San Joaquin County, Mr. Timothy Alan Simon, Commissioner, California Public Utilities Commission, and Mr. Alexander Coate, General Manager, East Bay Municipal Utility District.

The Sacramento-San Joaquin Delta, a below sea level region in between Sacramento and Stockton, California, holds over 1,000 miles of waterways and 1,100 miles of levees. The Sacramento River and San Joaquin River feed the waterways of the region which are responsible for delivering fresh water to 25 million California residents in the San Francisco bay area and southern coastal communities of the state. Due to the expansive levee system which holds millions of gallons of fresh drinking water and protects over half a million acres of a $2 billion agriculture industry, the region is particularly vulnerable to flooding. A major disaster, such as an earthquake, would jeopardize significant amounts of the State's water supply, infrastructure, and farmland communities.

In 2008, the California state legislature passed the Sacramento-San Joaquin Delta Emergency Preparedness Act, which established the Sacramento-San Joaquin Delta Coordination Task Force. The Task Force is comprised of representatives from CalEMA, the Department of Water Resources, and the Delta Counties of Contra Costa, Solano, Yolo, San Joaquin, and Sacramento. In a 2012 report, the Task Force made specific recommendations for how to best prepare and respond to a flood emergency.

From a Federal level, FEMA has been preparing detailed catastrophe response plans for the region in the event of an earthquake, hurricane, tsunamis, or nuclear device attack. Under the Presidential Policy Directive 8, the Secretary of Homeland Security is directed to develop a national preparedness system that defines the necessary procedures needed to prepare for worst-case scenario incidents in areas of greatest risk. The system includes a framework including prevention, protection, mitigation, response, and recovery at every level of government. In the State of California, the San Francisco Bay Area Earthquake Response Plan and the Southern California Catastrophic Earthquake Response Plan are already in place to describe state and Federal response and coordination in the event of an earthquake.

The goal of the hearing was to outline ways in which each level of government can support and facilitate disaster planning and preparedness in the region. Federal, state, and local officials each laid out their previous work, goals, and needs in hopes of streamlining a collaborative effort to better prepare and respond to a disaster in the region.

Title: LA Courthouse: GSA's Plan to Spend $400 Million to Create Vacant Space

Date: August 17, 2012

Purpose: To receive testimony from the General Services Administration (GSA), the Government Accountability Office (GAO), and the United States Courts about the justification and cost implications of building a third courthouse in Los Angeles, California.

Summary: Received testimony from the Acting Regional Commissioner of the Public Building Service in the GSA, Mr. Kevin Richards, and the Director of Physical Infrastructure in the Government Accountability Office, Mr. Mark L. Goldstein. The Committee received written testimony from the Honorable Margaret M. Morrow, District Judge, United States District Court for the Central District of California. The United States courts did not provide a witness at the hearing.

In 2001, GSA submitted a prospectus for a third Los Angeles courthouse costing $400 million. The Los Angeles Courthouse Complex consists of two buildings—the Edward R. Roybal Federal Building and the Spring Street Courthouse. GSA cited three reasons for needing a third courthouse, a lack of capacity, security concerns, and smaller courtrooms than the United States Courts Design Guide standard.

In 2001, there were 60 judges in the Los Angeles jurisdiction. The ten year projection for year 2011 was for there to be 73 judges. In year 2011, there were actually 59 judges, 14 less than the 2001 projection for 2011. The latest projection for year 2012 was for 81 judges, there are currently 59. The miscalculated projection of judges makes the need for more capacity irrelevant. There are currently 61 courtrooms in the existing two courthouse buildings, well above the number needed to sustain 59 judges due to the courtroom sharing policy. Under the courtroom sharing policy, magistrate judges, senior judges, and bankruptcy judges are required to share courtrooms. Only 21 of the 59 judges are active district judges. Therefore, under the sharing system, only 42 courtrooms are needed.

There are two security concerns dealing with the circulation of judges, defendants, and prisoners in the Spring Street Courthouse. The first has to do with the circulation of all judges, defendants, and prisoners in and out of the courtroom through public walkways. While the Roybal Building has separate circulation for the public, Spring Street Courthouse does not. However, when the United States Marshals have a security concern about a particular trial, the trial is conducted in the Roybal Building which has separate circulation. Also, there have been no major security incidents recorded since 2008. The second security concern is with transporting prisoners from the Metropolitan Detention Center into the Courthouse. The Spring Street Courthouse is not connected to the detention center; therefore the prisoners are transported along surface streets. The Roybal Building has an underground tunnel which is connected to the Metropolitan Detention Center. However, the proposed courthouse does not have a connected tunnel to the detention center so prisoners would still have to be transported on the street.

$60 million has already been spent on acquisition and planning for the third courthouse. GSA plans to spend an additional $340 million to construct the building. The new courthouse would provide unnecessary space that would be underutilized. The current two courthouse system already provides more courtrooms and space than needed for the 59 judges in the Los Angeles jurisdiction.

Title: Hurricane Sandy: Site Visit of Impacted Areas
Date: November 27, 2012

Purpose: To examine the damage from Hurricane Sandy to the impacted communities of Staten Island and Manhattan, and to talk with local leaders about the recovery process.

Summary: Chairman Mica, Congressmen Hultgren (R–Illinois), Nadler (D–New York), Grimm (R–New York), Cohen (D–Tennessee), and Edwards (D–Maryland) met with the Mayor of New York City, Michael Bloomberg, the Deputy Mayor of New York City, Cas Holloway, the Commissioner of the New York City Department of Transportation, Ms. Janette Sadik-Khan, and the President of the New York City Transit division of the Metropolitan Transportation Authority, Mr. Thomas F. Prendergast.

Chairman Mica and his colleagues received briefings from the Federal Emergency Management Agency, the Metropolitan Transportation Authority, and Deputy Mayor Cas Holloway. The group toured Staten Island including Cedar Grove Beach, Jefferson and Hyland Boulevard, Midland Beach, and Great Kills. In Manhattan, the group toured Whitehall Ferry Terminal, South Ferry Station, and the Montague Subway.

ENACTED LEGISLATION

Title: To designate the United States Courthouse under construction at 98 West First Street, Yuma, Arizona, as the John M. Roll United States Courthouse

Public Law Number: P.L. 112–2 (February 17, 2011)

Bill Number: S. 188

Summary: The law designated the United States Courthouse under construction at 98 West First Street, Yuma, Arizona, as the John M. Roll United States Courthouse.

Judge John M. Roll was born in Pittsburgh, Pennsylvania, in 1947. After moving to Arizona, he studied at the University of Arizona, where he received both his undergraduate and law degrees. His distinguished legal career spanned nearly forty years and included prosecutorial positions at the city, county, and Federal levels. Roll began his career by serving as an assistant city attorney in Tucson, Arizona and later as deputy county attorney in Pima County, Arizona. He was later appointed a state judge and served on the Arizona Court of Appeals, where he became vice-chief judge. In 1991, Roll was nominated to the Federal bench by President George H.W. Bush. In 2006, he was elevated to chief judge of the United States District Court of Arizona.

On January 8, 2011, Judge Roll was assassinated in a shooting massacre at an Arizona supermarket that left six people dead and thirteen wounded, including Congresswoman Gabrielle Giffords of Tucson.

Title: To designate the Federal building and United States Courthouse located at 217 West King Street, Martinsburg, West Virginia, as the "W. Craig Broadwater Federal Building and United States Courthouse"

Public Law Number: P.L. 112–11 (April 25, 2011)

Bill Number: S. 307

Summary: The law designates the Federal Building and the United States Courthouse located at 217 West King Street, Mar-

tinsburg, West Virginia, as the "W. Craig Broadwater Federal Building and United States Courthouse."

Judge Broadwater was born on August 8, 1950, in Elk City, Oklahoma. He attended West Virginia University, where he earned his undergraduate and law degrees. He spent several years in private practice until he was appointed as a state circuit judge. In 1996, President Clinton nominated him to the Federal bench in the Northern District of West Virginia and he was confirmed by the Senate.

In addition to his time as a United States District Court judge, Broadwater was a decorated military officer. After being commissioned in the Army in 1972, he began his career with a tour in Korea as an Army Military Intelligence Officer. Broadwater continued his service with the West Virginia National Guard, where he eventually rose to the rank of Brigadier General. His awards included the Defense Superior Service Medal and the Bronze Star.

Judge Broadwater died on December 18, 2006 after a long battle with cancer. He is survived by his wife and three children.

Title: Authorizing the Use of the Capitol Grounds for the Greater Washington Soap Box Derby

Resolution Number: H. Con. Res. 16 (Passed the House on May 11, 2011)

Summary: H. Con. Res. 16 authorizes the use of the Capitol Grounds for the Greater Washington Soap Box Derby.

Title: Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service.

Resolution Number: H. Con. Res. 46 (Passed the House on May 11, 2011)

Summary: H. Con. Res. 264 permits the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event, the 30th annual National Peace Officers' Memorial Service, on the Capitol grounds on May 15, 2011, to honor the law enforcement officers who died in the line of duty during 2010.

Title: To designate the United States Courthouse located at 80 Lafayette Street in Jefferson City, Missouri, as the "Christopher S. Bond United States Courthouse"

Public Law Number: P.L. 112–31 (September 23, 2011)

Bill Number: S. 846

Summary: The law designated the United States Courthouse located at 80 Lafayette Street in Jefferson City, Missouri, as the "Christopher S. Bond United States Courthouse."

Senator Bond was born in St. Louis, Missouri, on March 6, 1939. He pursued his undergraduate degree at Princeton University and his law degree at the University of Virginia. After law school, he clerked for the Chief Judge of the United States Court of Appeals for the Fifth Circuit in Atlanta, Georgia.

After some time in private practice in Washington, District of Columbia, he moved back to Missouri, where he was elected as Missouri State Auditor in 1970. In 1972, he was elected Governor of Missouri at the age of 33, making him the youngest Governor in State history and first Republican governor to serve in almost three decades. Although he lost his reelection bid in 1976, he reclaimed the governorship in 1980 and served a second term. In 1986, he

was elected to the United States Senate, where he served for 24 years until his retirement in 2011. During his long tenure, he served on several committees and was Chairman of the Committee on Small Business and Entrepreneurship from 1995 to 2001.

Title: Authorizing the Use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run

Resolution Number: H. Con. Res. 67 (Passed the House on September 7, 2011)

Summary: H. Con. Res. 264 authorized the use of the Capitol Grounds for the 26th Annual District of Columbia Special Olympics Law Enforcement Torch Run that will be held on September 30, 2011.

Title: Designating room HVC 215 of the Capitol Visitor Center as the Gabriel Zimmerman Meeting Room"

Bill Number: H. Res. 364 (Passed the House on December 1, 2011)

Summary: H. Res. 364 was introduced by Rep. Wasserman-Schultz on July 21, 2011.

This resolution would designate room HVC 215 of the Capitol Visitor Center as the "Gabriel Zimmerman Meeting Room". Gabriel Zimmerman served as Director for Community Outreach for Congresswoman Gabrielle Giffords of Arizona. At approximately 10:10 a.m. on January 8, 2011, a gunman attempted to assassinate Congresswoman Gabrielle Giffords (D–Arizona), opening fire at her "Congress on your Corner" event in front of a Safeway supermarket in Tucson, Arizona. Gabriel Zimmerman and six others were killed, 13 others were critically wounded—Congresswoman Giffords among them.

Gabriel Zimmerman was a 1998 graduate of University High School in Tucson, Arizona, a 2002 graduate of the University of California at Santa Cruz, and a 2006 graduate of Arizona State University, where he received a Master's degree in social work. Prior to joining Congresswoman Gifford's staff, Zimmerman worked as a social worker assisting troubled youth. Gabriel Zimmerman began his Congressional career in January 2007 as Constituent Services Supervisor for then newly elected Congresswoman Giffords, a role in which he supervised a robust constituent services operation and worked directly with the people of Arizona's Eighth Congressional District. He was later promoted to Director of Community Outreach, where he organized hundreds of events to allow constituents to meet with the Congresswoman.

Gabriel Zimmerman was the first Congressional staffer in history to be murdered in the performance of his official duties.

Title: To designate the United States Courthouse at 222 West 7th Avenue, Anchorage, Alaska, as the "James M. Fitzgerald United States Courthouse"

Public Law Number: P.L. 112–101 (March 14, 2012)

Bill Number: S. 1710 (Companion bill, H.R. 3182 introduced on October 13, 2011)

Summary: This legislation designates the United States Courthouse at 222 West 7th Avenue, Anchorage, Alaska, as the "James M. Fitzgerald United States Courthouse". Judge James M. Fitzgerald had 47 years of experience as a judge both in the State of

Alaska and on the Federal bench. He was one of the first judges appointed to the Superior Court in Alaska when Alaska became a state in 1959, and was later appointed to the Alaska Supreme Court in 1972. In 1974, President Ford appointed Judge Fitzgerald to the United States District Court for the District of Alaska where he remained until his retirement in 2006. Prior to his service as a judge, he was an assistant United States attorney and upon moving to Alaska worked as the city attorney in Anchorage and as legal counsel to the Governor of Alaska. He also served as the first State Commissioner of Public Safety and helped organize the Alaska State Troopers.

Title: Authorizing the Use of the Capitol Grounds for the Greater Washington Soap Box Derby
Resolution Number: H. Con. Res. 106 (Passed the House on May 7, 2012)
Summary: H. Con. Res. 106 authorized the use of the Capitol Grounds for the Greater Washington Soap Box Derby held on June 16, 2012.

Title: Authorizing the Use of the Capitol Grounds for the National Peace Officers' Memorial Service
Resolution Number: H. Con. Res. 117 (Passed the House on May 7, 2012)
Summary: H. Con. Res. 117 permitted the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event, the 31st annual National Peace Officers' Memorial Service, on the Capitol grounds on May 15, 2012, to honor the law enforcement officers who died in the line of duty during 2011.

Title: Authorizing the Use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run
Resolution Number: H. Con. Res. 118 (Passed the House on May 7, 2012)
Summary: H. Con. Res. 118 authorized the use of the Capitol Grounds for the 27th Annual District of Columbia Special Olympics Law Enforcement Torch Run held on June 1, 2012.

Title: Brian A. Terry Memorial Act
Public Law Number: 112–113 (May 15, 2012)
Bill Number: H.R. 2668
Summary: H.R. 2668 was introduced by Congressman Darrell Issa (R–California) on July 27, 2011.

This legislation would honor the sacrifice of Border Patrol Agent Brian A. Terry by designating the station of the United States Border Patrol located at 2136 South Naco Highway in Bisbee, Arizona, as the "Brian A. Terry Border Patrol Station".

Prior to joining the Border Patrol, Agent Brian A. Terry proudly served his country with the United States Marine Corps and continued his service as a police officer with the cities of Ecorse and Lincoln Park, Michigan. Agent Terry was a member of the 699th Session of the Border Patrol Academy assigned to the Naco Border Patrol Station within the Tucson Sector.

On December 14, 2010, Agent Brian A. Terry was conducting a Border Patrol Tactical Unit (BORTAC) operation in the area of "Peck Wells." At 11:15 p.m., near Rio Rico, Arizona, and about 15

miles north of Nogales, Arizona, Agent Terry and his team spotted a group of individuals approaching their position. Officials later found the suspects to be preying on illegal immigrants with the intent to rob them. Shortly thereafter, an encounter ensued and gunfire was exchanged that left Agent Terry mortally wounded by a bullet fired from an AK–47. Agent Terry succumbed to his injuries on December 15, 2010.

Title: John F. Kennedy Center Reauthorization Act of 2012
Public Law Number: P.L. 112–131 (June 8, 2012)
Bill Number: H.R. 4097 (Passed the House on May 7, 2012)
Summary: H.R. 4097 was introduced by Chairman John Mica on February 28, 2012. This bill reauthorizes the John F. Kennedy Center Act. It also authorizes an expansion project for the south end of the facility with stipulations that it will be less than 100,000 square feet and will improve the existing accessibility and educational functions of the building. The project will use non-appropriated funds. The legislation authorizes $22.3 million for Maintenance, Repair, and Security as well as $13.6 million for capital projects for fiscal years 2013 and 2014.

Title: To designate the United States courthouse under construction at 101 South United States Route 1 in Fort Pierce, Florida, as the "Alto Lee Adams, Sr., United States Courthouse"
Public Law Number: P.L. 112–180 (October 5, 2012)
Bill Number: H.R. 1791
Summary: This bill designates the United States courthouse under construction at 101 South United States Route 1 in Fort Pierce, Florida, as the "Alto Lee Adams, Sr., United States Courthouse"

Chief Justice Adams was born in 1899, and was raised on a farm in Walton County, Florida. After graduating from the University of Florida College of Law in 1921, he practiced law in Fort Pierce, Florida, from 1924 to 1938. He was then appointed as Circuit Court Judge for St. Lucie County. After Floridians adopted an amendment to add a seventh justice on the State Supreme Court in 1940, Governor Fred Cone appointed Chief Justice Adams to the newly created seat. Chief Justice Adams served on the Court from 1940 until 1951 and was Chief Justice from 1949 until 1951. He sat on the bench again from 1967 until 1968.

Outside of his judicial career, Chief Justice Adams was active in his community. In 1937, he served as President of the Florida State Elks Association. From 1937 and 1938, he served as the Vice Chairman of the State Welfare Board. Chief Justice Adams also devoted time to local business interests in St. Lucie County, including citrus groves and Bass Motors. He began a cattle ranch in 1937, which is still run by the Adams family. The ranch now encompasses over 65,000 acres in three counties.

Title: To designate the new United States Courthouse in Buffalo, New York as the "Robert H. Jackson United States Courthouse"
Public Law Number: P.L. 112–184 (October 5, 2012)
Bill Number: H.R. 3556
Summary: Justice Jackson was born on February 13, 1892, in Pennsylvania, and was raised in Frewsburg, New York. He attended the Albany School of Law and was admitted to the New

York Bar in 1913, and joined a law practice in Jamestown, New York. He later moved to practice in Buffalo where he also served as city corporation counsel.

In 1936, Jackson became Assistant Attorney General under President Franklin D. Roosevelt, heading the Antitrust Division. From 1938 to 1940, Jackson was nominated as the United States Solicitor General. In 1940, President Roosevelt nominated him to become United States Attorney General. In 1941, President Roosevelt nominated him as an Associate Justice on the United States Supreme Court where he served until his death in 1954.

Title: To designate the United States Courthouse located at 709 West 9th Street in Juneau, Alaska, as the "Robert Boochever United States Courthouse"

Public Law Number: P.L. 112–187 (October 5, 2012)

Bill Number: H.R. 4347

Summary: Judge Boochever was born on October 2, 1917, in New York City, New York. He attended Cornell University where he received his B.A. and LL.D. During World War II, he served as a Captain in the United States Army Infantry. After the war, he was an assistant United States Attorney in Juneau, Alaska, from 1946–1947, and then in private practice until 1972. He served as a Justice of the Alaska Supreme Court from 1972 to 1980, where he was Chief Justice from 1975–1978.

In 1980, Judge Boochever was nominated by President Jimmy Carter to the United States Court of Appeals for the Ninth Circuit. He assumed senior status on 1986 and served until his death in 2011.

Title: To designate the United States courthouse located at 2601 2nd Avenue North, Billings, Montana, as the "James F. Battin United States Courthouse"

Public Law Number: P.L. 112–

Bill Number: S. 3311 (Passed the House on December 19, 2012)

Summary: James Franklin Battin (February 13, 1925–September 27, 1996) was a Republican Congressman from the S of Montana, and later a United States Federal judge. Born in Wichita, Kansas, Battin moved with his parents to Montana in November 1929. He served three years in the United States Navy before graduating in 1948 from Eastern Montana College in Billings.

He received a law degree from George Washington University Law School in 1951, and was in private practice of law in the District of Columbia from 1951 to 1952, then in Billings from 1953 to 1960. He was a deputy county attorney of Yellowstone County, Montana, from 1953 to 1955, then general counsel and secretary of the City-County Planning Board of Billings in 1955. Also in 1955 he became an assistant city attorney of Billings, and was the city attorney from 1957 to 1958. He served as member of the Montana House of Representatives in 1958 and 1959.

Battin was elected as a Republican to the Eighty-seventh and to the four succeeding Congresses, and served from January 3, 1961, until his resignation February 27, 1969, to become United States district judge. He was nominated by President Richard M. Nixon on February 20, 1969, to a seat on the United States District Court for the District of Montana vacated by William James Jameson. He

was confirmed by the United States Senate on February 25, 1969, and received his commission on February 27, 1969.

He became chief judge of the District on November 16, 1978, and served as chief judge until 1990. He assumed senior status on February 13, 1990, and served in that capacity until his death, in Billings on September 26, 1996.

OTHER LEGISLATION

Title: To re-designate the Federal building and United States Courthouse located at 200 East Wall Street in Midland, Texas, as the "George H. W. Bush and George W. Bush United States Courthouse and George Mahon Federal Building"

Bill Number: H.R. 362 (Passed the House on May 2, 2011)

Summary: H.R. 362 re-designates the Federal building and United States Courthouse located at 200 East Wall Street in Midland, Texas, as the George H.W. Bush and George W. Bush United States Courthouse and George Mahon Federal Building.

The former presidents George H.W. Bush and George W. Bush have honorably served this Nation for many decades. President George H.W. Bush dedicated his life to public service. His public service began when he was just 18 and enlisted in military. He became the youngest pilot in the Navy when he earned his wings and flew 58 combat missions, receiving the Distinguished Flying Cross for bravery in action after getting shot down by anti-aircraft fire.

Later, he was elected to Congress as a representative from the State of Texas and served in this chamber for two terms. Subsequently, he served in various other public service positions critical to the Nation, including as Ambassador to the United Nations, as Chief of the United States Liaison Office in China, and as Director of the Central Intelligence Agency. He was later elected Vice President in 1982 and stood by President Ronald Reagan's side for eight years, contributing to the policies that brought the Cold War to an end. In 1988, he was elected the 41st President of the United States. During his term in office, he skillfully navigated the diplomacy with new Nations created following the breakup of the Soviet Union and helped to overthrow and bring to justice the corrupt Manuel Noriega regime in Panama. In February, 2011, President George H.W. Bush was awarded the Presidential Medal of Freedom by President Barack Obama. This award is the highest civilian honor given for "an especially meritorious contribution to the security or national interests of the United States, world peace, cultural, or other significant public or private endeavors."

In 2000, his son, George W. Bush, followed in his footsteps when he was elected the 43rd President of the United States, after serving six years as the Governor of Texas. President George W. Bush led our Nation in response to the worst terrorist attack on our soil. He helped to unite the Nation after the September 11th terrorist attacks and, under his leadership, led the reforms of our intelligence and security capabilities to better counter this unconventional threat. During his two terms, he effectuated the overthrow of a dictator in Iraq and removed the Taliban from power in Afghanistan, upsetting a key staging ground for Al-Qaida and bringing democracy to an oppressed country.

See S. 3687 for further action.

Title: To direct the Administrator of General Services to transfer administrative jurisdiction, custody, and control of the building located at 600 Pennsylvania Avenue, NW, in the District of Columbia, to the National Gallery of Art, and for other purposes

Bill Number: H.R. 690 (Ordered reported on February 16, 2011)

Summary: H.R. 690, the Federal Trade Commission and National Gallery of Art Facility Consolidation, Savings, and Efficiency Act of 2011, requires the Administrator of General Services Administration (GSA), not later than December 31, 2014, to transfer administrative jurisdiction, custody, and control of the building located at 600 Pennsylvania Avenue, NW, in Washington, District of Columbia, to the National Gallery of Art (NGA), and to name such building as the "North Building of the National Gallery of Art". The legislation requires the National Gallery of Art to pay the costs of remodeling, renovating, or reconstructing such building. The Administrator of GSA also must relocate the offices of the Federal Trade Commission (FTC) to other modernized buildings in Washington, District of Columbia, that are owned by the Federal government.

H.R. 690 saves the taxpayers an estimated $300 million in avoided renovation and lease costs of the FTC and NGA. Additional benefits include $200 million in non-taxpayer renovations of the Apex Building by the NGA. The Apex building will be utilized more efficiently by the NGA, as currently only a little more than half of the facility's 306,000 square feet is usable for FTC operations.

Title: Committee Resolution—To reduce facility costs by consolidating National Gallery of Art and Federal Trade Commission operations in the District of Columbia

Date: February 16, 2011 (Approved by Full Committee)

Summary: Expressed the Committee's view that the GSA shall transfer administrative jurisdiction and custody and control of the building located at 600 Pennsylvania Avenue, NW, Washington, District of Columbia, to the National Gallery of Art and relocate the Federal Trade Commission, currently located at 600 Pennsylvania Avenue, NW, Washington, District of Columbia.

Title: The National Women's History Museum and Federal Facilities Consolidation and Efficiency Act of 2011

Bill Number: H.R. 2844 (Ordered reported to the House on September 8, 2011)

Summary: H.R. 2844 was introduced by Committee Chairman John Mica on September 7, 2011.

The legislation directs the Administrator of General Services (GSA) to convey, by quitclaim deed, to the National Women's History Museum, Inc. (the Museum) specified property (commonly known as the "Cotton Annex" site) in the District of Columbia, on terms which the Administrator deems appropriate. It requires the purchase price for the property to be: (1) its market value based on its highest and best use, as determined by an independent appraisal performed under the assumption that the property does not contain any hazardous substances, waste, or pollutants requiring a response under applicable environmental laws; and (2) paid into the Federal Buildings Fund. It requires the property to be dedicated for use as a site for a National Women's History Museum for

a 99-year period and prohibits using Federal funds to purchase the property or design and construct any facility on such property.

The bill also directs the Administrator, not later than December 31, 2012, to transfer administrative jurisdiction, custody, and control of the building located at 600 Pennsylvania Avenue, NW, in the District of Columbia, to the National Gallery of Art and to name such building as the "North Building of the National Gallery of Art". It requires the National Gallery of Art to pay the costs of remodeling, renovating, or reconstructing such building and prohibits the use of appropriated funds for the initial costs of such activities. It directs the Administrator to relocate the Federal Trade Commission (FTC) employees and operations housed in such building to specified space in the leased building known as the Constitution Center located at 400 7th Street, SE, in Washington, District of Columbia.

Title: Civilian Property Realignment Act

Bill Number: H.R. 1734 (Passed the House on February 7, 2012)

Summary: H.R. 1734 was introduced by Congressman Jeff Denham (R–California) on May 4, 2011. The legislation would establish a framework through which a board or commission would independently review Federal properties and make recommendations for consolidations, co-locations, redevelopment, selling or other actions to minimize costs and produce savings for the taxpayer. OMB estimates that the proposal could save taxpayers more than $15 billion.

Title: FEMA Reauthorization Act of 2012

Bill Number: H.R. 2903 (Passed the House on September 19, 2012)

Summary: H.R. 2903 reauthorizes the Federal Emergency Management Agency (FEMA), the Urban Search and Rescue System (US&RS), and the Emergency Management Assistance Compact Grants (EMAC) at current year levels.

H.R. 2903 incorporates key reforms to the disaster assistance process that would speed up recovery following a disaster and lower costs, including making permanent FEMA's debris removal pilot program and establishing a new Public Assistance pilot program. Additionally, H.R. 2903 provides a framework for FEMA's upgrade of its old Emergency Alert System (EAS) to the Integrated Public Alert and Warning System (IPAWS). The language was developed in response to problems identified by the Government Accountability Office (GAO) as well as key stakeholders who are an integral part of ensuring the development of IPAWS is successful, including State and local emergency managers, broadcasters, and the wireless industry.

Title: To designate the United States Courthouse at 100 North Church Street in Las Cruces, New Mexico as the "Edwin L. Mechem United States Courthouse"

Bill Number: H.R. 3742 (Passed the House on July 23, 2012)

Summary: Judge Edwin Mechem was born on July 2, 1912, in Alamogordo, New Mexico. After attending schools in New Mexico, he transferred to the University of Arkansas at Fayetteville where he received a law degree. Mechem returned to New Mexico to practice in Las Cruces and Albuquerque. From 1942–1945, he served

as an agent with the Federal Bureau of Investigations, and from 1947 to 1948 he served as a member of the New Mexico House of Representatives. Mechem was elected Governor of New Mexico in 1950 and 1952, and 1956 and 1960. He also served as a United States Senator from 1962 to 1964. In 1970, he was appointed by President Richard Nixon as a Federal judge for the United States District Court for the District of New Mexico. He served from 1970–1982 and took senior status from 1982 until his death in 2002.

Title: To designate the Federal building currently known as Federal Office Building 8, as "Thomas P. O'Neill, Jr. Federal Building"

Bill Number: H.R. 6604 (Passed the House on November 28, 2012)

Summary: Thomas P. ("Tip") O'Neill was appointed to the Congressional seat vacated by Senator-elect John F. Kennedy in 1952. During his second term in the House, O'Neill was selected to the House Rules Committee. O'Neill served in the House of Representatives for 34 years representing two C in Massachusetts. In 1971 he was appointed Majority Whip, and in 1973 he was elected Majority Leader. Four years later, in 1977, he became Speaker of the House of Representatives. He served as Speaker of the House from 1977 until his retirement in 1987, making him the second longest-serving Speaker in history after Sam Rayburn. After retiring from Congress in 1987, O'Neill published his autobiography, Man of the House. On November 18, 1991, O'Neill was presented with the Presidential Medal of Freedom by President George H. W. Bush.

See S. 3687 for further action.

LEASE PROSPECTUSES APPROVED

On March 8, 2012, the Committee approved 11 General Services Administration (GSA) lease resolutions. They included the Department of Interior—National Park Service, the Federal Communications Commission, the Department of Veterans Affairs, the Department of Health and Human Services- Centers for Disease Control and Prevention, the National Institutes of Health, the Department of State- United States Agency for International Development, the National Science Foundation, the Office of Director of National Intelligence, the Department of Labor, the Food and Drug Administration, and the United States Coast Guard.

The Committee approved resolutions represent a $19,493,319 reduction in annual lease payments and $316,770,420 total reduction over the lease terms from the prospectuses submitted by the Administration or current leases.

Department of Interior—National Park Service—Washington, DC—PDC–02–WA11

Rentable Square Feet: 158,000
Lease Term: 15 years
Annual Rent: $7,742,000

Federal Communications Commission—Washington, DC—PDC–03–WA11

Rentable Square Feet: 64,745
Lease Term: 10 years
Annual Rent: $3,172,505

Department of Veterans Affairs—Washington, DC—PDC–01–WA11

Rentable Square Feet: 181,000
Lease Term: 15 years
Annual Rent: $8,507,000

Department of Health and Human Services—CDC—Suburban Maryland—PMD–01–WA11

Rentable Square Feet: 104,000
Lease Term: 15 years
Annual Rent: $3,536,000

National Institutes of Health—Suburban Maryland—PMD–02–WA11

Rentable Square Feet: 352,717
Lease Term: 20 years
Annual Rent: $11,992,378

Department of State-International Development—Washington, DC—PDC–12–WA11

Rentable Square Feet: 392,302
Lease Term: 15 years
Annual Rent: $19,222,798

National Science Foundation—Northern Virginia—PVA–01–WA11

Rentable Square Feet: 667,759
Lease Term: 15 years
Annual Rent: $24,200,000

Office of Director of National Intelligence—Northern Virginia—PVA–09–WA12

Rentable Square Feet: 183,000
Lease Term: 20 years
Annual Rent: $7,137,000

Department of Labor—Northern Virginia—PVA–02–WA11

Rentable Square Feet: 100,000
Lease Term: 3 years
Annual Rent: $3,800,000

Food and Drug Administration—Suburban Maryland—PMD–07–WA11

Rentable Square Feet: 101,000
Lease Term: 3 years
Annual Rent: $3,434,000

U.S. Coast Guard—Corpus Christi, TX—PTX–07–CC12

Rentable Square Feet: 180,000
Lease Term: 20 years
Annual Rent: $3,530,200

On July 26, 2012, the Committee approved 13 General Services Administration (GSA) lease resolutions. They included the Department of Energy—National Nuclear Security Administration, Department of Justice, Federal Bureau of Investigations, Department of Defense-Defense Security Cooperation Agency, General Services Administration, Bureau of Public Debt, Department of Homeland Security, Internal Revenue Service, Consumer Product Safety Commission, Department of Treasury, and Department of Defense-United States Joint Forces Command. The Committee also approved the acquisition of a building currently under lease to the Federal government at 4700 River Road in Riverdale, Maryland.

The Committee approved resolutions represent an $11,999,537 reduction in annual lease payments and $186,468,875 total reduction over the lease terms from the prospectuses submitted by the Administration or current leases. The Committee approved acquisition was purchased at $14,000,000 below fair market value and will provide $11,458,000 in annual lease savings.

Department of Energy—National Nuclear Security Administration—Washington, D.C.—PDC–04–WA11
Rentable Square Feet: 89,000
Lease Term: 15 years
Annual Rent: $4,361,000

Department of Justice—Washington, D.C.—PDC–06–WA11
Rentable Square Feet: 292,173
Lease Term: 15 years
Annual Rent: $14,316,477

Federal Bureau of Investigations—Atlanta, GA—PGA–01–AT11
Rentable Square Feet: 191,156
Lease Term: 20 years
Annual Rent: $5,925,836

Department of Defense—Defense Security Cooperation Agency—Arlington, VA—PVA–06–WA11
Rentable Square Feet: 87,000
Lease Term: 20 years
Annual Rent: $3,306,000

General Services Administration—Philadelphia, PA—PPA–01–PH11
Rentable Square Feet: 172,000
Lease Term: 20 years
Annual Rent: $5,848,000

Bureau of Public Debt—Parkersburg, West Virginia—PWV–01–PA11
Rentable Square Feet: 284,209
Lease Term: 20 years
Annual Rent: $5,527,865

Department of Homeland Security—Phoenix, AZ—PAZ–01–PH12
Rentable Square Feet: 131,000
Lease Term: 15 years
Annual Rent: $5,305,500

Department of Homeland Security—Dallas, TX—PTX–02–DA12
Rentable Square Feet: 195,000
Lease Term: 15 years
Annual Rent: $4,972,500

Department of Homeland Security—Houston, TX—PTX–02–HO12
Rentable Square Feet: 144,000
Lease Term: 15 years
Annual Rent: $4,104,000

Internal Revenue Service—Covington, KY—PKY–01–C012
Rentable Square Feet: 414,000
Lease Term: 10 years
Annual Rent: $9,108,000

Consumer Product Safety Commission—Bethesda, MD—PMD–04–WA12
Rentable Square Feet: 124,000

Lease Term: 15 years
Annual Rent: $4,340,000

Department of Treasury—Hyattsville, MD—PMD–05–WA12
Rentable Square Feet: 327,000
Lease Term: 5 years
Annual Rent: $8,502,000

Department of Defense—United States Joint Forces Command—Suffolk, VA—PVA–01–SU12
Rentable Square Feet: 320,825
Lease Term: 5 years
Annual Rent: $5,011,287

Riverdale, MD—PUR–0001–VA13
Fair Market Value of Building: $45,000,000
Below Market Purchase Option: $31,000,000

Subcommittee on Highways and Transit

To date, the Subcommittee on Highways and Transit, chaired by Congressman John J. Duncan, Jr. (R–Tennessee), with Congressman Peter A. DeFazio (D–Oregon) serving as Ranking Member, held six Subcommittee hearings and six Full Committee hearing (64 witnesses and approximately 14 hours), covering numerous issues within the jurisdiction of the Subcommittee.

HEARINGS

Title: Accelerating the Project Delivery Process: Eliminating Bureaucratic Red Tape and Making Every Dollar Count

Date: February 15, 2011

Purpose: Received testimony related to improving the existing laws and regulations governing project delivery in order to accelerate the delivery process for surface transportation projects. The hearing was part of the Subcommittee's efforts to reauthorize Federal surface transportation programs under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), which expired on September 30, 2009, but was extended through September 30, 2011.

Summary: Limited financial resources for transportation infrastructure can be more effectively utilized by speeding up the process for project approval. According to the "Highway Planning and Project Development Process" timeline put together by the Federal Highway Administration, the Federal project delivery process can take up to 15 years from planning through construction. An analysis conducted by the National Surface Transportation Policy and Revenue Committee found that a $500 million project that took 14 years to complete would see its cost double due to the impact of delays and inflation.

The Subcommittee heard testimony from Victor Mendez, Administrator of the Federal Highway Administration (FHWA), Debra L. Miller, Secretary of the Kansas Department of Transportation (DOT) on behalf of the American Association of State Highway and Transportation Officials (AASHTO), Will Kempton, Chief Executive Officer of the Orange County Transportation Authority, Tom Margro, Chief Executive Officer of the Transportation Corridor

Agencies, and Michael Replogle, Global Policy Director and Founder of the Institute for Transportation and Development Policy.

The Subcommittee heard testimony specifically relating to streamlining and cutting red tape that so often hinders the cost-effectiveness of surface transportation projects. The Subcommittee discussed with the witnesses the improvements that could be made to existing rules and regulations governing project delivery in order to expedite the delivery process for all projects and reduce the cost of transportation projects. As the reauthorization of the Federal surface transportation programs moves forward, the Subcommittee will look at potential reforms to the project delivery process.

Title: Improving and Reforming the Nation's Surface Transportation Programs

Date: March 29, 2011 and March 30, 2011

Purpose: Received stakeholder testimony related to the reauthorization of the Federal surface transportation programs. These hearings were part of the Subcommittee's effort to reauthorize Federal surface transportation programs under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), which expired on September 30, 2009, but was extended through September 30, 2011.

Summary: The Subcommittee received testimony regarding views and proposals on reauthorization of the Federal surface transportation programs from the surface transportation community, including highways, transit, highway safety and motor carrier safety interests. The witnesses offered ideas and suggestions for improving and reforming the Nation's surface transportation programs.

The Highway Account of the Highway Trust Fund (HTF) had a balance of $22.55 billion at the end of fiscal year 2000. The balance dropped to $13 billion by the expiration of TEA 21 the previous six-year surface transportation authorization at the end of fiscal year 2003. In September 2008, the balance in the Highway Account decreased to a level requiring Congress to transfer $8 billion into the HTF from the General Fund. Subsequent General Fund transfers to the HTF in 2009 and 2010 totaled $26.5 billion. Current projections show the cash balance in the Highway Account of the HTF will be depleted sometime in 2013 and the Mass Transit Account will be depleted sometime in 2014.

With the HTF expected to be depleted in 2013, the witnesses provided ideas for innovative financing tools and private investment in financing surface transportation projects, methods the Subcommittee will explore to help the Federal government and states find ways to do more with less and better leverage existing revenue sources. The Subcommittee also gathered ideas on potential reforms to the project delivery process and explored what improvements could be made to existing rules and regulations governing project delivery in order to expedite the delivery process for all projects and reduce the cost of transportation projects.

DOT currently administers over 100 highway, transit, and highway safety programs, many of which serve duplicative purposes or are no longer needed. The Subcommittee discussed with the witnesses approaches that would consolidate or eliminate duplicative or unnecessary programs. The Subcommittee will study performance management approaches that increase the accountability and

transparency of Federal surface transportation funds moving forward to ensure their effectiveness.

Title: Policy Proposals from Members of Congress to Reform the Nation's Surface transportation Programs

Date: April 5, 2011

Purpose: Received testimony from Members of Congress on their policy proposals for the reauthorization of the Federal surface transportation programs. This hearing was part of the Subcommittee's effort to reauthorize Federal surface transportation programs under SAFETEA–LU, which expired on September 30, 2009, but was extended through September 30, 2011.

Summary: The Subcommittee received testimony from Members of Congress representing Ohio, California, Kentucky, New York, Texas, Oregon, North Carolina, Connecticut, Massachusetts, and Pennsylvania who presented ideas and policy proposals for improving and reforming the Nation's surface transportation programs.

Compounding the state, local, and private sector funding and financing shortfalls severely hinders the ability to adequately finance surface transportation programs. Members addressed the critical issue of Federal surface transportation funding and financing shortfalls the Nation faces. With the Highway Trust Fund (HTF) expected to be depleted in 2013, Members provided the Subcommittee with innovative financing tool proposals and ideas for private investment in financing surface transportation projects; methods the Subcommittee will explore to help the Federal government and states find ways to do more with less and better leverage existing revenue sources. The Subcommittee also looked at potential reforms to the project delivery process by exploring what improvements could be made to existing rules and regulations governing project delivery in order to expedite the delivery process for all projects and reduce the cost of transportation projects.

Members provided the Subcommittee with specific policy proposals that would streamline the project delivery process, develop a programmatic reform agenda, propose innovative financing solutions, and create a system of performance standards that increase transparency and accountability of Federal surface transportation funds. With the HTF expected to be depleted in 2013, Members provided the Subcommittee with innovative financing tools and private investment in financing surface transportation projects they supported and methods the Subcommittee will explore to help the Federal government and states find ways to do more with less and better leverage existing revenue sources.

Title: National Infrastructure Bank: More Bureaucracy and More Red Tape

Date: October 12, 2011

Purpose: Received testimony related to the Administration's national infrastructure bank proposal that is part of the American Jobs Act of 2011 (H.R. 12). The hearing was part of the Subcommittee's effort to reauthorize Federal surface transportation programs under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), which expired on September 30, 2009, but is extended through March 31, 2012.

Summary: The Subcommittee heard from the Secretary of the Oklahoma Department of Transportation, a Senior Research Fellow from the Heritage Foundation, a Civil Engineer and Transportation Economist from the Independent Institute, a former member of the National Surface Transportation Infrastructure Financing Commission, and the Director of Public Policy from the Progressive Policy Institute. The witnesses offered ideas and suggestions on improvements, as well as alternatives, to the national infrastructure bank proposal offered by the Obama Administration, including suggestions to better utilize both the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and state infrastructure banks (SIBs).

On September 8, 2011, President Obama transmitted to Congress the American Jobs Act of 2011. President Obama's proposal would create the American Infrastructure Financing Authority (AIFA), capitalized with $10 billion, to leverage private and public capital and to invest in a broad range of infrastructure projects of national and regional significance. The AIFA would be run by a board of directors consisting of seven voting members selected by the President and confirmed by the Senate. The Majority Leader of the Senate, the Minority Leader of the Senate, the Speaker of the House of Representatives and the Minority Leader of the House of Representatives would each recommend one person to the President to be nominated to the board. The President would select the other three board nominees on his own. Only four of the board members could be from the same political party.

The AIFA would provide loans or loan guarantees to transportation infrastructure projects on highways, bridges, transit, airports, ports, inland waterways, and rail systems (including high-speed rail); water infrastructure projects at wastewater treatment facilities, storm water management systems, solid waste disposal facilities, drinking water treatment facilities, dams and levees; and energy infrastructure projects for pollution reduced energy generation, transmission and distribution, storage, and energy efficiency enhancements for buildings (public and commercial). In the selection of projects, the board of director of AIFA would give consideration to the economic, financial, technical, environmental, public benefits and cost of each infrastructure project under consideration and would prioritize those projects based on their contribution to regional or national economic growth, value to taxpayers, demonstration of a clear and significant public benefit, job creation, and environmental concerns.

The President's proposal is similar to the existing TIFIA program, which supplements traditional surface transportation funding and financing methods by providing Federal credit assistance to surface transportation projects of regional and national significance. The President's proposal is also similar to state infrastructure banks. SIBs are revolving fund mechanisms that allow states to finance highway, transit, and rail projects through loans and credit enhancements by utilizing their Federal surface transportation funds.

According to the Federal Highway Administration (FHWA), TIFIA has provided $8.4 billion in credit assistance to 24 projects totaling over $31 billion in total investment. In fiscal year 2011, 34

projects submitted letters of interest, seeking $14 billion in TIFIA loans and in fiscal year 2010, 39 projects submitted letters of interest seeking $12 billion in TIFIA loans. In both years the program had the capacity to issue approximately $1 billion in loans.

According to FHWA, since the creation of the program in 1995, a total of $661 million in Federal funds have been used to capitalize SIBs. SIBs have made $6.25 billion in loan agreements over the 16 years since they were authorized—a 1 to 9.45 ratio. Each dollar of Federal funds used to capitalize SIBs, combined with state funds and bonds issued against these funds, has resulted in 9.45 times the credit assistance compared to the original Federal capitalization.

Title: Evaluating the Effectiveness of DOT's Truck and Bus Safety Program

Date: September 13, 2012

Purpose: Receive testimony from the Federal Motor Carrier Safety Administration (FMCSA), the trucking and bus industry, enforcement officials, and a safety advocate on the Administration's Compliance, Safety, Accountability program (CSA).

Summary: The Subcommittee received testimony on FMCSA's new motor carrier safety enforcement and compliance program and issues related to its implementation.

In December 2010, FMCSA implemented the CSA program. The main component of CSA is the Safety Measurement System (SMS) that analyzes safety violations from inspections and crash data to identify high-risk truck and bus companies (motor carriers) for compliance reviews. The SMS uses seven safety improvement categories called Behavior Analysis and Safety Improvement Categories (BASICs) to examine a carrier's on-road performance and potential crash risk. The BASICs are Unsafe Driving, Fatigued Driving (Hours-of-Service), Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, Cargo-Related and Crash Indicator.

Data from inspections and crash reports are classified into a BASIC where the SMS assigns a severity weight (including time weight) which is based on the perceived severity of the violation. Severity weights are scaled from one to ten, where one is the lowest crash risk and ten is the highest crash risk. These severity weights are then normalized to account for a carrier's power units, vehicle miles traveled, and inspections. Based on a comparison of a motor carrier's BASIC score to other carriers with a similar number of safety events, a rank and percentile are assigned. SMS is available on the Internet to the general public.

The trucking industry has raised concerns over the inclusion of crash data that may not be attributable to a commercial motor vehicle driver. Currently, crash data is included in the BASIC score regardless of who is at fault for the crash. If a motor carrier is involved in a crash where a passenger vehicle is found to have caused the accident, the crash will still be counted "against" the motor carrier in their BASIC score. FMCSA states that there is a concern regarding the consistency of police crash reports and how fault is assessed. However, no progress has been made by FMCSA to address this issue. Members of the Subcommittee used the hearing to address their concerns regarding the effectiveness of the pro-

gram and request the Administrator consider changes that could promote greater effectiveness.

LEGISLATION

Title: The Surface Transportation Extension Act of 2011
Public Law Number: P.L. 112–5 (March 4, 2011)
Bill Number: H.R. 662
Summary: The Surface Transportation Extension Act of 2011 (STEA) extends, through September 30, 2011, the authority for Federal surface transportation programs originally authorized under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act—a Legacy for Users (SAFETEA–LU) that otherwise would have expired on or ceased to apply after March 4, 2011.

STEA also authorized funding for the Federal highway, transit, and highway safety programs for fiscal year 2011. Rather than authorizing additional funding for highway projects earmarked in SAFETEA–LU, STEA provides that funding to the states and allows them to fund projects that they choose. STEA authorizes the Federal Transit Administration to distribute funding provided for transit earmarks in SAFETEA–LU through a competitive process.

STEA also extends the authority to expend funds from the Highway Trust Fund and the Sport Fish Restoration and Boating Trust Fund to October 1, 2011.

Title: Surface and Air Transportation Programs Extension Act of 2011
Public Law Number: P.L. 112–30 (September 16, 2011)
Bill Number: H.R. 2887
Summary: The Surface and Air Transportation Programs Extension Act of 2011 extends, through March 31, 2012, the authority for Federal surface transportation programs originally authorized under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act—A Legacy for Users (SAFETEA–LU) that otherwise would have expired on or ceased to apply after September 30, 2011. The bill also authorized funding for the Federal highway, transit, and highway safety programs for the first half of fiscal year 2012.

The Surface and Air Transportation Programs Extension Act of 2011 also extends the authority to expend funds from the Highway Trust Fund and the Sport Fish Restoration and Boating Trust Fund to April 1, 2012.

Title: Surface Transportation Extension Act of 2012
Public Law Number: P.L. 112–102 (March 30, 2012)
Bill Number: H.R. 4281
Summary: The Surface Transportation Act of 2012 extends, through June 30, 2012, the authority for Federal surface transportation programs originally authorized under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act—A Legacy for Users (SAFETEA–LU) that otherwise would have expired on or ceased to apply after March 31, 2012. The bill also authorized funding for the Federal highway, transit, and highway safety programs for the third quarter of fiscal year 2012.

The Surface Transportation Act of 2012 also extends the authority to expend funds from the Highway Trust Fund and the Sport Fish Restoration and Boating Trust Fund to July 1, 2012.

Title: American Energy and Infrastructure Jobs Act

Bill Number: H.R. 7 (Reported to the House on February 13, 2012)

Summary: This five year, $260 billion bill authorizes funding at current levels for Federal-aid highway, public transportation, and highway and motor carrier safety programs through fiscal year 2016. In addition to authorizing funds, this bill makes significant programmatic reforms by reducing bureaucratic delay, enhancing the project delivery process, reforming surface transportation programs, increasing safety, and better leveraging existing resources in order to enhance productivity and create more jobs for the American people. The new Federal Highway Program created by this bill focuses primarily on the National Highway System, dedicating more than half of the funding provided for the program to funding projects on the National Highway System.

Currently, there are over 100 Federal surface transportation programs, dozens of which were created over the last 50 years to address issues beyond the Federal government's original programmatic goals. Many of these programs are duplicative or do not serve a national interest, but add to the massive Federal bureaucracy. This bill reforms surface transportation programs by consolidating or eliminating approximately 70 programs that are duplicative or do not serve a Federal purpose. Rather than applying spending cuts evenly across all existing programs, this bill identifies programs that serve similar purposes and consolidates or eliminates them. Furthermore, this bill lifts the mandate that states spend highway funding on non-highway activities. States will be permitted to fund such activities if they choose, but they will be provided the flexibility to identify and address their most critical infrastructure needs.

Additionally, H.R. 7 increases the value of infrastructure resources by better leveraging existing Federal funds and adopting policies that attract private sector investment. This bill builds upon and improves the successful Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program by dedicating $1 billion a year towards the program to provide low interest loans to fund transportation projects. Providing additional funding for TIFIA will help meet demand for credit assistance for transportation projects and enable increased leveraging of Highway Trust Fund dollars with state, local, and private-sector funding. Under this initiative, existing lanes on the Interstate Highway System remain toll-free; however, states will have the ability to toll new capacity on the Interstate System. States will also have greater flexibility to toll non-Interstate highways. Moreover, H.R. 7 rewards states that create and capitalize State Infrastructure Banks to provide loans for transportation projects at the state and local level. This bill increases the percentage of Federal highway funding that a state can dedicate to a State Infrastructure Bank from 10 percent to 15 percent and provides states a specific amount of funding that can only be used to fund State Infrastructure Banks.

Government bureaucracy and red tape in the approval and permitting process needlessly delay infrastructure projects. According to the Federal Highway Administration, highway projects can take up to 15 years to complete. While state and local governments deal

with the seemingly endless review process, transportation capacity and safety improvements stall, construction costs escalate, and job creation remains on hold. H.R. 7 streamlines and condenses the project review process by cutting bureaucratic red tape, allowing Federal agencies to review transportation projects concurrently, setting hard deadlines for Federal agencies to approve projects, and delegating more decision making authority to states.

H.R. 7 directs a strong focus towards giving states more flexibility and holding them accountable through strict performance measures and transparency requirements. States will maintain the opportunity to fund the broad range of eligible projects under the current Surface Transportation and Congestion Mitigation and Air Quality programs, but they will not be required to spend a specific amount of funding on specific types of projects, such as transportation museums or landscaping. More than 90 percent of Federal Highway Program funding will be distributed through formula programs to state departments of transportation, allowing state and local transportation officials to prioritize projects.

Title: Moving Ahead for Progress in the 21st Century Act (MAP–21)

Public Law Number: 112–141 (July 6, 2012)

Bill Number: H.R. 4348

Summary: The Moving Ahead for Progress in the 21st Century Act (MAP–21) reauthorizes Federal highway, transit and highway safety programs at current funding levels through the end of fiscal year 2014. The legislation includes significant reforms to cut Federal red tape and bureaucracy, consolidate and eliminate duplicative programs or programs which are not in the Federal interest, and ensure that states have more flexibility to focus funding on their most critical needs. The Act contains no earmarks and does not increase spending. Highlights of the measure include:

Streamlining the Project Delivery Process: Completing a major highway project can take 15 years, but only a fraction of that time involves actual construction. While projects navigate the approval process, construction costs escalate. MAP–21 streamlines the project approval process, adding much needed common sense and efficiency. Changes in MAP–21 will allow for a faster and simplified approval process (Categorical Exclusions) for projects that do not significantly impact the environment. Beginning in 2013, DOT will be required to approve the following types of projects under this simplified process: projects with less than $5 million in Federal highway funding, projects within the existing highway right-of-way, and projects being rebuilt after a disaster.

Program Reform & Consolidation: Since the creation of the Highway Trust Fund and the core highway and bridge programs, numerous additional Federal programs have been created, diluting the focus of the Trust Fund. Currently there are well over 100 programs. In the last four years, $35 billion in General Fund transfers have been necessary to maintain Highway Trust Fund solvency. MAP–21 consolidates and eliminates programs, and better focuses limited gas tax revenues on critical needs.

Improves Safety: MAP–21 includes provisions to strengthen highway and motor carrier safety programs. The legislation consolidates the National Highway Traffic Safety Administration incen-

tive grant programs, and increases funding flexibility for states that qualify for safety incentive grants. The measure also improves motor carrier safety in a balanced fashion that does not over-regulate the industry, as the initial Senate proposal would have done.

TIFIA Reforms: MAP–21 increases funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program from $122 million a year to $1 billion a year. This significant increase in funding and a change in law to allow a TIFIA loan to account for 49 percent of the project costs (previously only 33 percent) will allow DOT to issue about $17 billion in loans over the next two years. State governments, local governments, toll authorities, and public private partnerships are eligible to apply for TIFIA loans. Loans are issued based on the creditworthiness of the project and can be used to fund highway, bridge, transit, and other surface transportation projects.

Tolling: MAP–21 ensures that existing toll-free lanes on Interstate highways remain toll-free. If a lane on the Interstate is toll-free today it will remain toll-free. States will only be allowed to toll new lanes on Interstate highways. The revenue from those tolls must first go to construction, operation and maintenance of the highway, and debt service associated with the project before the revenue can be used for other highway and bridge projects.

Hazmat Safety: MAP–21 reauthorizes the DOT's hazardous materials safety programs, secures reforms to the hazmat special permits and approvals program, and removes burdensome statutory changes. The legislation also bans proposed wetlines regulation until the Government Accountability Office can analyze costs and benefits.

Title: Temporary Surface Transportation Extension Act of 2012

Public Law Number: P.L. 112–140 (June 29, 2012)

Bill Number: H.R. 6064

Summary: The Temporary Surface Transportation Extension Act of 2012 extends, through July 6, 2012, the authority for Federal surface transportation programs originally authorized under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act—A Legacy for Users (SAFETEA–LU) that otherwise would have expired on or ceased to apply after June 30, 2012. The bill also authorized funding for the Federal highway, transit, and highway safety programs through July 6, 2012, to allow time for enrollment of H.R. 4348, which reauthorizes these programs through fiscal year 2014. In addition, the bill extends the authority to expend funds from the Highway Trust Fund and the Sport Fish Restoration and Boating Trust Fund to July 6, 2012.

Subcommittee on Railroads, Pipelines, and Hazardous Materials

To date, the Subcommittee on Railroads, Pipelines, and Hazardous Materials, chaired by Congressman Bill Shuster (R–Pennsylvania), with Congresswoman Corrine Brown (D–Florida) serving as Ranking Member, has held five hearings on issues related to rail and hazardous materials, one roundtable discussion on pipeline safety issues, and one pipeline-related hearing. Additionally, the Full Committee held 11 rail-related hearings and one roundtable

discussion during this period. The Subcommittee heard from 97 witnesses, including the 53 witnesses from the 11 full Committee hearings under its jurisdiction.

HEARINGS

Title: Sitting on our Assets: Rehabilitating and Improving our Nation's Rail Infrastructure

Date: February 17, 2011

Purpose: Received testimony on the Railroad Rehabilitation and Improvement Financing (RRIF) program, highlighting its importance in helping railroads, states and other public authorities to finance the development of railroad infrastructure, which in turn creates new jobs and drives economic benefits.

Summary: Testimony highlighted RRIF loan applicants' experiences with the RRIF program, and recommended ways to improve the Department of Transportation's (DOT) management of the program. The Subcommittee heard testimony from the Deputy Secretary of DOT, short line and commuter railroad representatives, and two rail industry financial advisors. Discussions centered on how to make the RRIF program more effective and widely utilized, and to speed up the loan process at DOT.

Railroad infrastructure is crucial to our Nation's economic growth and international competitiveness. The RRIF program provides low-interest Federal loans and loan guarantees to finance further development of railroad infrastructure. RRIF loans are available to railroads, rail freight shippers, state and local governments, and government-sponsored authorities, and are used to make critical infrastructure improvements, refinance debt, or develop new facilities.

Despite these clear advantages of the RIFF loan program, loan evaluations are often a long process that impedes infrastructure improvements to our Nation's railways. The bureaucratic red tape coupled with the environmental protection issues, changes in scope, limited personnel on the part of short line railroads, and the intrinsic complexity of some proposals make the RIFF application process slow and burdensome. The Subcommittee proposed the feasibility of removing some of these impediments, particularly within the DOT, to make the RRIF loan program more effective and popular.

On March 28, 2011, the Subcommittee held a bipartisan, staff-level workshop with staff from DOT, rail industry representatives, national advocacy organizations, and rail industry financial advisors to more fully discuss proposed changes and improvements to the RRIF program, for possible inclusion in the upcoming surface transportation reauthorization bill.

Title: Roundtable—Pipeline Safety

Date: March 7, 2011

Purpose: Discussed pipeline safety issues with elected officials, Federal and state pipeline safety regulators, industry stakeholders, and safety advocates discussion in King of Prussia, Pennsylvania, in response to two pipeline incidents in Pennsylvania in early 2011, and to gather information as part of the Subcommittee's efforts to reauthorize the Federal pipeline safety programs which expired on September 30, 2010.

Summary: Participating in the discussion were Members of the Pennsylvania Congressional delegation, Alan Mayberry, Deputy Associate Administrator for Pipeline Safety for the Department of Transportation (DOT), Ed Pawlowski, Mayor of Allentown, Pennsylvania, Craig White, CEO of Philadelphia Gas Works, John Walsh, CEO of UGI Utilities, Inc., Robert Powelson, Chairman of the Pennsylvania Utility Commission, Rick Kessler, Vice President of the Pipeline Safety Trust, and a representative of the Mayor of Philadelphia. Participants discussed the natural gas pipeline explosion that occurred in Philadelphia on January 18, 2011, and the natural gas pipeline explosion that occurred in Allentown on February 9, 2011. Participants also discussed the division of responsibilities between Federal and state regulators and pipeline owners and operators. In addition, the participants discussed changes that should be made in Federal and state laws to improve pipeline safety.

Title: Finding Ways to Encourage and Increase Private Sector Participation in Passenger Rail Service

Date: March 11, 2011

Purpose: Received testimony on intercity passenger rail in the United States and how to make it more effective and less expensive, specifically through private competition and to examine the Federal Railroad Administration (FRA) and Amtrak's implementation of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Summary: Witnesses suggested reforms to Federal intercity passenger rail programs for possible inclusion in the upcoming surface transportation reauthorization bill. The Subcommittee heard testimony from the Administrator of the FRA, a vice president of Amtrak, a State department of transportation, an expert in international models of competitive rail operations, a representative of independent rail operators, and the AFL–CIO.

Created in 1970 under the Rail Passenger Service Act, Amtrak has been the sole provider of regularly scheduled intercity passenger rail since 1981. Amtrak operates at a loss, averaging a per-ticket taxpayer subsidy of $54.48 per ticket. By comparison, commuter railroads are able to contract out service elements to private companies that specialize in providing those services. Amtrak competes with the private rail companies to provide commuter rail services. Currently, 11 of the 23 commuter rail systems in the United States are operated by private sector operators, eight are operated in-house by the local transit authority, and four are operated under contract by Amtrak.

PRIIA, the most recent passenger rail authorization, allows for greater state control of intercity passenger rail initiatives and participation by private sector service providers. This same law also included provisions to improve Amtrak service, cost-effectiveness, and accountability. If implemented correctly, PRIIA would improve Amtrak's performance and service along with its bottom line.

Title: Federal Regulatory Overreach in the Railroad Industry: Implementing the Rail Safety Improvement Act

Date: March 17, 2011

Purpose: Received testimony on implementation of the Rail Safety Improvement Act of 2008 (RSIA), focusing on the Federal Railroad Administration's (FRA) rule implementing requirements for freight and passenger railroads to install positive train control systems by December 31, 2015.

Summary: The Subcommittee heard testimony from Congressman Elton Gallegly (R-California), the daughter of a victim of the 2008 Metrolink crash, the FRA Associate Administrator for Safety, one representative each from the Class I freight railroads, the shortline railroads, and commuter railroads, and a rail labor union representative. Discussions centered on the Department of Transportation's (DOT) final rule implementing of positive train control mandate included in the Rail Safety Improvement Act, and on how that rule goes beyond Congressional intent and violates President Obama's Executive Order on January 2011, which directs that regulations shall be cost-effective and based on the best possible science, and shall not be overly burdensome on affected industries and the United States economy.

The Rail Safety Improvement Act (RSIA) comprises Division A of the broad rail authorization bill signed in 2008. Division B is comprised of the Passenger Rail Investment and Improvement Act, or PRIIA, which was the topic of the March 11, 2011, oversight hearing. RSIA includes major provisions meant to improve safety of freight and passenger rail operations for the benefit of rail passengers, employees, and communities. The RSIA includes a mandate for the installation of positive train control (PTC) technology on freight main lines carrying toxic-by-inhalation cargo and on all passenger rail lines. PTC technology is designed to automatically stop or slow a train before accidents caused by human error. The inclusion of the PTC mandate in RSIA was in part spurred by a major commuter rail accident in September, 2008 in Chatsworth, California, in which 25 people were killed and 135 injured.

In January, 2010, FRA published its final rule to implement the PTC mandate, causing great concern in the rail industry that the FRA rule exceeded the scope of the agency's regulatory powers. The 20-year costs to Class I and commuter railroads of implementing PTC are estimated by FRA to be $13.21 billion, with a cost-to-benefit ratio of 22:1. Short line railroads would also be adversely affected although they are not explicitly required to install PTC. Instead, since they operate on tracks that would have been made PTC-compatible, short lines would also have to upgrade their own equipment.

Title: Railroad and Hazardous Materials Transportation Programs: Reforms and Improvements to Reduce Regulatory Burdens

Date: April 7, 2011

Purpose: Received testimony from stakeholders in the rail and hazardous materials safety areas regarding legislative priorities for changes or reforms to current law authorizations and administrative regulatory policies at the Federal Railroad Administration (FRA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) and to focus on the areas of intercity passenger rail, high-speed rail, rail safety, and rail financing along with hazardous materials transportation safety.

Summary: The Subcommittee heard testimony from nineteen witnesses, including representatives from the National Transportation Safety Board, Amtrak, private rail providers, rail associations, manufacturing associations, and several unions. Because of the variety of stakeholders, there were a number of messages heard by the Subcommittee regarding the impact of FRA and PHMSA programs and regulations on the stakeholders' businesses. The Subcommittee will analyze all testimony received in this hearing as they prepare a Rail Title and Hazardous Materials Transportation Safety Title for the Surface Transportation reauthorization bill.

Title: Reducing Regulatory Burdens and Ensuring Safe Transportation of Hazardous Materials
Date: April 12, 2011
Purpose: Received testimony on the reauthorization of the hazardous materials safety programs of the Pipeline and Hazardous Materials Safety Administration (PHMSA), which expired in 2008, focusing on how to reduce the regulatory burdens, and how to transport hazardous materials safely and efficiently.
Summary: The invited witnesses included the Administrator of PHMSA, representatives of parties interested in transportation of hazardous materials, and the Teamsters Union. Discussions centered on hazardous materials regulations and their impact on a variety of hazardous materials manufacturers, offerors, shippers, and the employees of these businesses.

PHMSA promulgates and enforces hazardous materials regulations for all modes of transportation. There are 1.4 million daily movements of hazardous materials. These materials are essential to the economy of the United States and the general public.

The Subcommittee discussed streamlining the regulation process to prevent duplication, increase uniformity, and transparency. Background checks, equitable enforcement, international representation, state hazardous materials permits, cargo tank wetlines, special permits and approvals, package opening and inspection, and preemption issues were among the topics discussed.

Title: Silvertip Pipeline Oil Spill in Yellowstone County, Montana
Date: July 14, 2011
Purpose: Received testimony related to the July 1, 2011 release of crude oil from the Silvertip Pipeline in Yellowstone County, Montana.
Summary: The Committee heard testimony from the Administrator of the Pipelines and Hazardous Materials Safety Administration (PHMSA), the President of the ExxonMobil Pipeline Company, and a scientist from the National Wildlife Federation. Senator Jon Tester (R–Montana) also gave a statement at the beginning of the hearing, at the request of Rep. Denny Rehberg (R–Montana).

After the Silvertip pipeline incident in Yellowstone County, Montana, in July of 2011, the Subcommittee found the witness testimony to be useful in generating discussions on PHMSA regulations and ExxonMobil corporate policy. Given that the United States has the largest network of energy pipelines in the world, the safety and enhanced reliability of pipeline transportation must be a priority. By examining ways to improve safety and coordination between

regulators on the Federal, state, and local level, pipeline spills and accidents can be avoided if not altogether eliminated.

LEGISLATION

Title: Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011

Bill Number: H.R. 2845 (Reported on December 1, 2011; House Report 112–297, Part I)

Summary: H.R. 2845 amends title 49, United States Code, to reauthorize the Federal pipeline safety programs administered by the Pipeline and Hazardous Materials Safety Administration (PHMSA) of the Department of Transportation (DOT) for fiscal year 2012 through 2015. H.R. 2845 provides for enhanced safety in pipeline transportation and provides for enhanced reliability in the transportation of the Nation's energy products by pipeline. The bill also ensures regulatory certainty which will help create a positive environment for job development.

The bill increases the maximum amount of civil penalties the United States can seek from pipeline owner or operators who violate pipeline safety rules and regulations. H.R. 2845 requires states eliminate most exemptions to their "Call Before You Dig" programs in order to receive Federal grant funding. The bill allows the Secretary to issue a rulemaking requiring the installation of automatic and remote-controlled shutoff valves on newly constructed transmission pipelines but does not require operators to retrofit existing pipelines.

The bill requires the Secretary to study expanding pipeline integrity management requirements and leak detection systems but gives Congress the final say in whether or not the requirements should be expanded or the leak detection systems should be required. H.R. 2845 requires DOT and pipeline operators to provide information to first responders on the location of pipelines in their jurisdiction. The bill requires DOT to review regulations regarding accident reporting requirement for pipeline operators.

The bill authorizes funding to be appropriated for several pipeline safety programs. Specifically, the bill authorizes $107 million a year to be appropriated for safety inspections. The bill also authorizes grants to states funded from pipeline safety fees collected from pipeline operators. Further, it authorizes approximately $13 million a year to be appropriated out of the General Fund for emergency response grants and damage prevention programs.

Title: To provide for the resolution of the outstanding issues in the current railway labor-management dispute.

Bill Number: H.J. Res. 91

Summary: This resolution would require the parties represented by the National Carriers' Conference Committee and the National Railway Labor Conference to settle specified disputes between railway carriers and their railroad employees (represented by specified labor unions) to prevent a freight labor strike at 12:01 a.m. on December 6, 2011, by implementing the report and recommendations of the Presidential Emergency Board No. 243 issued on November 5, 2011.

Title: American Energy and Infrastructure Jobs Act

Bill Number: H.R. 7

Summary: The Subcommittee had two titles in H.R. 7, as reported by the Committee on February 3, 2012: Title VIII, Railroads, and Title IX, Hazardous Material Transportation. Both titles of the bill eliminated unnecessary or duplicative Federal programs, decreased regulatory burdens on private industry, and strived to set realistic goals by leveraging Federal investments, streamlined project delivery, reduced regulatory burdens, reformed Amtrak, and promoted accountability and transparency. No earmarks were included, and existing law earmarks were eliminated. This bill is the basis of the House conferee negotiations with the Senate on surface transportation reauthorization.

Title: Moving Ahead for Progress in the 21st Century Act (MAP–21)

Bill Number: H.R. 4348 (P.L. 112–141)

Summary: The Moving Ahead for Progress in the 21st Century Act (MAP–21) reauthorizes Federal highway, transit and highway safety programs at current funding levels through the end of fiscal year 2014. Regarding areas within the Subcommittee's jurisdiction, MAP–21 reauthorizes the Department of Transportation's hazardous materials safety programs, and, among other things, secures reforms to the hazmat special permits and approvals program, establishes a program review for motor carrier permitting, and converts two earmarks into competitive grant programs. The legislation also bans proposed wetlines regulation until the Government Accountability Office can analyze costs and benefits.

Subcommittee on Water Resources and Environment

To date, the Subcommittee on Water Resources and Environment, Chaired by Congressman Bob Gibbs (R–Ohio), with Congressman Timothy Bishop (D–New York) serving as the Ranking Member, held three joint hearings, one roundtable and 18 subcommittee hearings (with 110 witnesses spanning 41 hours), covering the breadth of issues within the purview of the subcommittee.

The jurisdiction of the Subcommittee includes the civil works programs of the Army Corps of Engineers (Corps) and the clean water and Superfund programs of the Environmental Protection Agency (EPA). Other agencies under the Subcommittee's jurisdiction include the Tennessee Valley Authority (TVA), the Saint Lawrence Seaway Development Corporation, the International Boundary Water Commission, and certain programs of the National Oceanic and Atmospheric Administration and the Natural Resources Conservation Service.

The Subcommittee shares the goals of the Full Transportation and Infrastructure Committee: creating jobs, saving the tax payer money, and reducing the size of the Federal government with the added goal of maintaining our Nation's safe, clean and usable water resources. The hearings and legislation of the Subcommittee demonstrate a commitment to oversight over the EPA's Clean Water Act programs and the Corps of Engineers Civil Works mission. In addition to many oversight opportunities, unique challenges facing the Subcommittee include aging water resources in-

frastructure, under funded programs and expansive, overreaching Federal policies.

HEARINGS

Title: Improving Oil Spill Prevention and Response, Restoring Jobs, and Ensuring our Energy Security: Recommendations from the National Commission on the BP DEEPWATER HORIZON Oil Spill and Offshore Drilling

Date: February 11, 2011

Purpose: A joint hearing between the Subcommittees on Water Resources and Environment and Coast Guard and Maritime Transportation to hear testimony regarding the BP DEEPWATER HORIZON oil spill and the status of offshore drilling operations and safety.

Summary: In the wake of the DEEPWATER HORIZON oil spill, the National Commission on the BP DEEPWATER HORIZON Oil Spill and Offshore Drilling was created to find the root cause of the accident and provide recommendations on how to prevent such disasters and improve response in the future. The Commission issued their report on January 11, 2011, and it contained 14 specific recommendations that fell under the jurisdiction of the Committee on Transportation and Infrastructure.

The witnesses' testimonies elaborated on these 14 recommendations made in the Report, ranging from creating an independent agency within the Department of Interior to enforce regulations on offshore drilling, to raising the liability cap on oil production facilities, to increasing communication between Federal agencies and local governments during a Spill of National Significance. The Subcommittee will continue to provide oversight of waters, energy independence, and jobs.

Title: To Consider Reducing the Regulatory Burden Posed by the Case National Cotton Council v. EPA (6th Cir. 2009) and to Consider Related Draft Legislation

Date: February 16, 2011

Purpose: A joint hearing between the Subcommittee on Water Resources and Environment and the Agriculture Committee's Subcommittee on Nutrition and Horticulture. The purpose was twofold: to hear testimony regarding the 6th Circuit Court's ruling on the National Cotton Council v. EPA, and to consider draft legislation that would address the judicial decision.

Summary: Stakeholders from across the country and a representative of the EPA gave testimony that spoke to the burden that redundant regulation placed on their localities. The hearing resulted in the introduction of H.R. 872, the Reducing Regulatory Burdens Act of 2011, which was reported favorably by both the Committees on Transportation and Infrastructure and Agriculture. H.R. 872 passed by the House on March 31, 2011.

Title: Review of the FY 2012 Budget and Priorities of the Environmental Protection Agency: Impacts on Jobs, Liberty, and the Economy

Date: March 2, 2011

Purpose: Following the release of the President's budget request for fiscal year 2012, the Subcommittee met to review the budget

and priorities of the Environmental Protect Agency (EPA). Nancy Stoner, Acting Assistant Administrator, Office of Water, EPA, and Mathy Sanislaus, Assistant Administrator, Office of Solid Waste and Emergency Response, were witnesses.

Summary: Members questioned the EPA on Agency "guidances," the use of numerical nutrient standards throughout the country, and other expansions of the EPA's regulations.

Title: Review of the FY 2012 Budget and Priorities of the Army Corps of Engineers, Tennessee Valley Authority, and the Natural Resources Conservation Service: Finding Ways To Do More With Less

Date: March 8, 2011

Purpose: Received testimony from the Honorable Jo Ellen Darcy, Assistant Secretary of the Army—Civil Works, Lt. Gen. Robert Van Antwerp, Chief Engineer of the Army Corps, John Thomas, Chief Financial Officer of the Tennessee Valley Authority (TVA), and Thomas Christiansen, a regional conservationist with the Department of Agriculture's Natural Resources Conservation Service (NRCS), regarding how the President's budget impacts their agencies.

Summary: The Army Corps of Engineers (Corps) provides water resources development projects, usually through cost-sharing partnerships with nonfederal sponsors. Navigation, flood damage reduction, shoreline protection, hydropower, dam safety, water supply, recreation, environmental restoration and protection, are all activities in the Corps' Civil Mission. The fiscal year 2012 budget reduces most major accounts that fund Corps projects and activities. TVA supplies power to nearly eight million people over an 80,000 square mile service area. Their responsibilities include the multipurpose management of land and water resources throughout the Tennessee Valley and fostering economic development. The NRCS facilitates Small Watershed Programs, Surveys and Planning, Flood Prevention Operations and Watershed Rehabilitation Programs.

The hearing highlighted the role of the Corps and NRCS in the development of water infrastructure. Both entities face shrinking budgets but by no means diminished demands on water infrastructure. Questions from Members focused on the need for the Corps to maximize benefit to cost, streamline their processes, and work more closely with other agencies. The long term fiscal health of the TVA was also addressed.

Title: EPA Mining Policies: Assault on Appalachian Jobs—Parts I and II

Dates: May 5, 2011 and May 11, 2011

Purpose: Received testimony from state regulators, the mining industry, impacted organizations, economists, and Nancy Stoner, Assistant Administrator at the Office of Water, EPA, regarding the Environmental Protection Agency's (EPA) policies and actions toward Appalachian Mining. The hearing was conducted pursuant to the Committee's plan for oversight of the Clean Water Act.

Summary: Under the Clean Water Act (CWA), the EPA and States share in the protection of water quality. Congress gave EPA limited authority to promulgate water quality standards only when

a State's proposed new or revised standard does not measure up to requirements set by the CWA and the State refuses to accept EPA proposed revisions.

In 2007 the Corps issued a Sec. 404 permit in connection with the Arch Coal, Mingo Logan, Inc., Spruce No. 1 Surface Mine. Arch Coal conducted a ten year environmental review prior to the issuance of the permit and the EPA agreed to all the terms and conditions included. In April, 2010, EPA published a Proposed Determination to prohibit, restrict or deny the authorized discharges to certain of the waters associated with the project site, without alleging any violation of the permit. In September, 2010, EPA withdrew the discharge authorization.

Testimony and questions focused on the Spruce Mine permit revocation, the policy and procedure behind the action, its national impact on mining and the larger economy. H.R. 2018, the Clean Water Cooperative Federalism Act of 2011, was introduced as a result of this hearing.

Title: Running Roughshod Over States and Stakeholders: EPA's Nutrients Policies

Date: June 24, 2011

Purpose: Received testimony from stakeholders including State administrators, water quality regulators, and a municipal wastewater reclamation official. The focus of the hearing was to provide oversight of the Environmental Protection Agency's (EPA) nutrients policies and quest for States to adopt numerical nutrient water quality standards under the Clean Water Act (CWA).

Summary: Testimony will focus on the science and burden of the EPA nutrient policy. EPA is pressing States to adopt numerical standards based on historical ambient nutrient water quality data collected from other water bodies that may not have sufficiently comparable characteristic. Nutrients are essential for natural plant and animal growth. However, nutrients can adversely affect aquatic life or human health if present in excessive concentrations. Water quality standards define the goals for a water body by designating uses, setting criteria to protect those uses, and provisions to protect water quality. When a state adopts a new or revised water quality standard, the EPA must approve, disapprove, or conditionally approve the standard depending on requirements of the CWA. Each state has standards that prevent water from containing excessive nutrients. Setting numeric water quality standards presents unique challenges that are difficult to solve. Numeric standards are not universally appropriate for substances like nutrients that are both widely variable, naturally occurring, ubiquitous, and a natural and necessary component of healthy ecosystems.

Title: Legislative Hearing on H.R. 104: The Realizing America's Maritime Promise Act

Date: July 8, 2011

Purpose: To consider and hear testimony regarding H.R. 104 the Realizing American's Maritime Promise Act. The Harbor Maintenance Trust Fund (HMTF) provides funds for the Army Corps of Engineers to carry out the dredging of navigation channels to their authorized depths and widths. It was established by the Water Resources Development Act of 1986 to fund the harbor operation and

maintenance activities of the Corps. The HMTF is based upon a user fee collected from shippers (not including exporters) that utilize the Nation's coastal ports. In fiscal year 2010 the HMTF grew by $1.3 billion, but only $828.6 million was spent in total operations, burgeoning the HMTF balance to nearly $5.6 billion by the end of fiscal year 2010. At the end of fiscal year 2011 the HMTF is estimated to have a balance of $6.1 billion. Since the HMTF is not "off-budget" or separate from the general fund, all surplus funds have, in effect, already been spent by the Federal government. Despite the theoretical HMTF balance, the Nation's federally maintained navigation channels are dangerously under maintained. Only one third of the Nation's navigation channels are at their authorized depths and widths, portions of the important Atlantic Intracoastal Waterway have been closed to commercial navigation due to lack of maintenance dredging, and eight out of the Nation's ten largest ports are not at their authorized depths and widths.

Summary: The Subcommittee heard testimony from the author of the legislation, Hon. Charles Boustany (R–Louisiana), and representatives from industries and communities that would be impacted by H.R. 104. The legislation would require the total budget resources for expenditures from the HMTF for harbor maintenance programs to equal the level of receipts plus interest credited to such Fund for that fiscal year. The primary result would be greater funds for the operation and maintenance of Federally maintained channels what would support robust coastwise trade.

Title: Reducing Regulatory Burdens, Ensuring the Flow of Commerce, and Protecting Jobs: A Commonsense Approach to Ballast Water Regulation

Date: July 13, 2011

Purpose: Joint hearing between the Subcommittee on Coast Guard and Maritime Transportation and Subcommittee on Water Resources and Environment to hear testimony from important industry groups and government agencies on current rules governing the discharge of ballast water. The Subcommittees sought input from witnesses on how to best move forward with efforts to reform current ballast water discharge rules.

Summary: The Subcommittees heard testimony from two separate panels. The first panel of witnesses included Vice Admiral Brian Salerno, United States Coast Guard Deputy Commandant for Operations, Mr. James Hanlon, Director of the Office of Wastewater Management at the Environmental Protection Agency (EPA), Dr. Deborah Swackhamer, Chair of the EPA's Science Advisory Board, and Dr. James Carlton, Chair of the Committee on Numeric Limits for Living Organisms in Ballast Water at the National Research Council. The second panel consisted of Mr. Thomas Allegretti, President of the American Waterways Operators, and Mr. Michael Jewell, President of the Marine Engineers' Beneficial Association.

In order to maintain stability during transit, most ocean going vessels fill internal tanks with ballast water during the loading of cargo and then release it during unloading. Ballast water has long been recognized as one of several pathways by which invasive species are transported globally and introduced into coastal waters

where they did not live before. Many aquatic nuisance species have been introduced into waters of the United States via ballast water discharges. Ballast water is currently governed differently by the Coast Guard and the Environmental Protection Agency, as well as by numerous state laws and regulations. As a result, vessels engaged in international and interstate commerce are required to meet several different standards for the treatment of ballast water, some of which are not technologically achievable or verifiable. Witnesses from private industry emphasized the importance of developing clear and consistent ballast water standards in order for the United States to continue being a leader in the international maritime trade. Additionally, the EPA and the Coast Guard pledged to continue working with Congress to develop a more cost effective and sensible approach to regulating ballast water discharge. From the testimony presented at this hearing, legislative language regarding ballast water discharges was crafted and passed as an element of the fiscal year 2011 Coast Guard Authorization bill in November of 2011 setting a national standard for standard for ballast water. This legislation ensures the free movement of waterborne trade throughout the country.

Title: Roundtable—Missouri River Flood

Date: August 19, 2011

Purpose: To meet with community leaders, Corps officials and impacted individuals of the major 2011 Missouri River flood event in Pierre, South Dakota.

Summary: Participating in the discussion were Committee Members, Mr. Witt Anderson—Director of Programs for the Northwestern Division of the Corps (SES), Ms. Jody Farhat—Chief of Missouri River Basin Water Management, Colonel Robert Ruch—Commander of the Omaha District of the Corps, Mr. Eric Stasch—Operations Manager for the Lake Oahe Project at Pierre, South Dakota Mayor Laurie Gill—Pierre, South Dakota, Jeff Dooley—Community Manager, Dakota Dunes, South Dakota, Kevin Vaughn—South Dakota resident and flood victim from Wynstone, Union County, South Dakota, Steven Rounds—Owner Oahe Marina and Resort, Pierre, South Dakota. The group discussed the impacts of the flood and future preventative measures.

Title: The Economic Importance and Financial Challenges of Recapitalizing the Nation's Inland Waterways Transportation System

Date: September 21, 2011

Purpose: Received testimony from the Army Corps of Engineers (the Corps), a representative from the barge industry, a representative from the Inland Waterways Users Board, a representative from the agriculture sector, a representative from the inland navigation economics profession, and another nongovernmental organization to hear testimony.

Summary: Today the Inland Waterways Transportation System provides an alternative to truck and rail and is the most cost-effective and energy efficient means for transporting commercial goods, especially major bulk commodities like grain, coal, and petroleum products. The Inland Waterways Transportation System is also a key component of state and local economies and job creation efforts and is essential in maintain economic competitiveness and national

security. The Corps operates and maintains approximately $235 billion worth of water resources infrastructure assets, including a network of 11,000 miles of the "fuel-taxed" Inland Waterways Transportation System. The Corps operates and maintains 221 lock chambers at 185 sites on 27 inland rivers and intracoastal waterways segments. The fuel-taxed Inland Waterways Transportation System carries over 546 million tons of freight annually. Despite the importance of the system, it is in serious disrepair: 57 percent of our inland system is more than 50 years old, and 37 percent of the system is more than 70 years old. The hearing provided Congressional oversight of the system and the role of the Inland Waterways Users Board.

Title: The Economic Importance of Seaports: Is the United States Prepared for 21st-Century Trade Realities?

Date: October 26, 2011

Purpose: Received testimony from the Army Corps of Engineers (the Corps), port authorities from across the country, and industry representatives regarding the status of port infrastructure, challenges plaguing the industry, and the fiscal and policy opportunities that could promote robust coastwise trade.

Summary: The waterborne trade that is facilitated at the Nation's ports is vital to the American economy. Millions of jobs throughout the country are dependent upon the commercial shipping industry. Waterborne trade accounts for the largest percentage of imports across all modes, and is the preferred method of transport of vital goods such as oil. It remains the cheapest, safest and most environmentally-friendly form of bulk cargo transport. Any impediment to safe, reliable shipping has ripple effects felt by workers, taxpayers, and consumers. This hearing examined Congressional policies that could support robust coastwise trade.

Title: Hydraulic Fracturing of Shale Beds: Ensuring Regulatory Approaches that Will Help Protect Jobs and Domestic Energy Production

Date: November 16, 2011

Purpose: Received testimony from Environmental Protection Agency (EPA), Federal and state regulators, and industry representatives on regulatory approaches to the hydraulic fracturing of shale beds. This hearing provided oversight to forthcoming EPA issued national effluent limitation guidelines specifically created for the hydraulic fracturing of shale gas.

Summary: The development and production of oil and gas in the United States, including shale gas, are regulated under a complex set of Federal, state, and local laws that address every aspect of exploration and operation. The EPA administers most of the Federal laws, including the Clean Water Act, which is under the jurisdiction of this Subcommittee. Most Federal laws have provisions for granting "primacy" to the states (i.e., state agencies implement the programs with Federal oversight). State and local agencies not only implement and enforce Federal laws, but also have their own sets of laws to administer. The States have broad powers to regulate, permit, and enforce all shale gas development activities—the drilling and fracture of the well, production operations, management and disposal of wastes, and abandonment and plugging of the well.

State regulation of the environmental practices related to shale gas development addresses the regional and state-specific character of the activities. State laws often add additional levels of environmental protection and requirements to the already strict Federal requirements. In 2011, EPA announced plans to develop additional guidelines specifically for the production of oil and gas from shale formations. This hearing provided Congressional oversight of the Federal regulation of this growing industry.

Title: The Missouri River Flood: An Assessment of River Management in 2011 and Operational Plans for the Future

Date: November 30, 2011

Purpose: The Subcommittee heard testimony from Members of Congress representing Congressional Districts within the Missouri River Valley, local officials and residents impacted by the catastrophic Missouri River flood of 2011.

Summary: The Army Corps of Engineers (the Corps) manages a comprehensive system for the purposes of flood control, navigation improvement, irrigation, municipal and industrial water supply, hydroelectric generation facilities, and other important purposes for the ten states in the Missouri River Basin. 2011 was an extraordinary year for flooding in the basin, as it is estimated that by the end of the year the basin will have received approximately 61 million acre feet of water, easily exceeding the previous record of 49 million acre feet, set in 1997. The Army Corps of Engineers is in the process of writing their 2012 operating plan for the basin, and the flood of 2011 will serve as a source of many lessons learned as they work to determine a plan to operate the system in the coming year. The Subcommittee reviewed the response to the 2011 flood, as well as the management of the system throughout the year, in order to better understand how best to operate the system in the future.

Title: Integrated Planning and Permitting: An Opportunity for EPA to Provide Communities with Flexibility to Make Smart Investments in Water Quality

Date: December 14, 2011

Purpose: Received testimony from city mayors, the commissioner of a city's department of environmental protection, a municipal wastewater utility director, a state water quality program director, an environmental activist advocate, and the Environmental Protection Agency (EPA) on the Agency's proposed integrated planning and permitting regulatory prioritization effort under the Federal Water Pollution Control Act (commonly referred to as the Clean Water Act).

Summary: It is widely accepted that clean drinking water and public wastewater services are necessary priorities to sustain public health, support our economy, and protect the environment. Significant amounts of public resources have been devoted to water infrastructure in American communities over the last 40 years to meet these priorities. An impressive inventory of physical assets has been developed over this period. Since 1972, with the enactment of the Clean Water Act, Federal, state, and local investment in our national wastewater infrastructure has been over $250 bil-

lion. This investment has provided significant environmental, public health, and economic benefits to the Nation.

However, our Nation's ability to provide clean water is being challenged, as our existing national wastewater infrastructure is aging, deteriorating, and in need of repair, replacement, and upgrading. Old and deteriorated infrastructure often leak, have blockages, and fail to adequately treat pollutants in wastewater, thereby creating water pollution problems. EPA has initiated a national rulemaking to establish a potentially far-reaching program to regulate stormwater discharges from newly developed and redeveloped sites and add to or make other regulatory requirements more stringent under its stormwater program. As a result of many communities becoming financially constrained, representatives of local government are increasingly voicing concerns over EPA's policies and unfunded mandates, including the cumulative impacts of multiple regulatory requirements being imposed on them, and over how EPA is dealing with communities to address the regulatory mandates that EPA is imposing on them. Importantly, municipalities are seeking a more collaborative approach where EPA and state water regulators work more like "partners" than "prosecutors" with communities to yield better solutions that achieve the goal of eliminating sewer overflows and addressing other water quality issues through the use of best engineering and innovative approaches at the lowest cost, resulting in the greatest environmental benefits.

Title: Review of Innovative Financing Approaches for Community Water Infrastructure Projects—Parts I and II

Date: February 28, 2012 and March 21, 2012

Purpose: To receive testimony from city mayors, municipal and private water utility directors, experts in municipal and private capital project finance, associations of water quality professionals and contractors, and a state infrastructure financing authority on potential innovative financing tools, including public or private funding and investment mechanisms, to better enable local communities to finance wastewater and drinking water facilities mandated by state and Federal environmental laws and regulations.

Summary: The Subcommittee focused on potential innovative financing tools, including public or private funding and investment mechanisms, to better enable local communities to finance wastewater and drinking water facilities mandated by state and Federal environmental laws and regulations. Local governments continue to be concerned about the impacts unfunded Federal mandates have on their ability to meet compliance obligations, especially given municipalities' dwindling revenues due to the economic downturn.

Title: A Review of the President's FY 2013 Budget Request for the Army Corps of Engineers

Date: March 27, 2012

Purpose: To receive testimony from the Army Corps of Engineers regarding the President's fiscal year 2013 appropriation request. The Corps of Engineers provides water resources development projects for the Nation, usually through cost-sharing partnerships with nonfederal sponsors.

Summary: The appropriation request in the Administration's fiscal year 2013 budget submittal for the Corps of Engineers is $4.731 billion. This allocation is far below the amount needed to provide for the many missions of the Corps. Members addressed their concerns regarding the funding levels.

Title: A Review of the President's Fiscal Year 2013 Budget Request for the Environmental Protection Agency

Date: March 28, 2012

Purpose: To receive testimony from the Environmental Protection Agency (EPA) regarding the President's fiscal year 2013 appropriation request. The President's request for the EPA was $8.3445 billion.

Summary: The EPA has the primary responsibility for carrying out the Clean Water Act, which provides for a major Federal/state program to protect, restore, and maintain the quality of the Nation's waters. However, significant parts of the program are administered by the states with EPA's approval. EPA also administers the Superfund program, which is aimed at investigating and cleaning up uncontrolled and abandoned sites contaminated with hazardous substances.

Title: How Reliability of the Inland Waterway System Impacts Economic Competitiveness

Date: April 18, 2012

Purpose: To receive testimony from the Army Corps of Engineers, shippers, and industry officials on the importance of preserving the reliability of the Inland Waterways System.

Summary: The Inland Waterways System provides a cost-effective and energy efficient alternative to truck and rail transportation and is also important to State and local economies and job creation efforts. One 15-barge tow on a river can carry as much cargo as 216 rail cars or 1,050 large trucks. However, the unreliability of the aging locks and dams on the System is making waterways a less attractive means of transportation, and moving cargo from waterways to rail or truck would produce significant national economic and environmental impacts. A catastrophic failure of the system would impact the economy including the valuable agriculture and energy sectors. The witnesses testified to how the success of the inland waterways system is vital to the Nation's economic competitiveness.

Title: Integrated Planning and Permitting, Part 2: An Opportunity for EPA to Provide Communities with Flexibility to Make Smart Investments in Water Quality

Date: July 25, 2012

Purpose: To receive testimony from city mayors, the commissioner of a city's department of environmental protection, a county commissioner, a former executive director of a river valley water sanitation commission, a state water quality program director, and the Environmental Protection Agency's (EPA) on the Agency's recently finalized integrated planning and permitting regulatory prioritization effort under the Federal Water Pollution Control Act (commonly referred to as the Clean Water Act). This hearing followed up on a Water Resources and Environment Subcommittee hearing held on December 14, 2011, on a proposed integrated plan-

ning and permitting regulatory prioritization effort that EPA proposed on December 14, 2011.

Summary: On June 5, 2012, EPA released the issuance of their final policy framework, entitled Integrated Municipal Stormwater and Wastewater Planning Approach Framework. The seven-page document outlines principles for letting communities structure plans for addressing multiple Clean Water Act obligations one at a time in an effort to reduce costs. EPA's framework is intended to provide EPA regional offices and states with a guide on how to help cities prioritize costly wastewater and stormwater infrastructure improvements that are needed to address water quality issues, including preventing pollution releases during heavy precipitation events.

The witnesses provided their latest views on EPA's final framework, which was received with mixed reviews. Some stakeholders are concerned that EPA is not willing to limit its enforcement efforts against municipalities, which have been driving costly infrastructure upgrades to reduce stormwater and sewer overflows during heavy storm events. Some are concerned that a continued emphasis on an enforcement approach will undermine the flexibility EPA is ostensibly seeking to provide under the policy. The Water Resources and Environment Subcommittee will need to continue its oversight of EPA's implementation of the integrated planning and permitting regulatory prioritization initiative.

Title: Forty Years After the Clean Water Act: Is it Time for the States to Implement Section 404 Permitting?

Date: September 20, 2012

Purpose: To receive testimony from representatives of the Environmental Protection Agency (EPA), Army Corps of Engineers (the Corps), and state water quality agencies on the potential opportunities for enhancing Cooperative Federalism with the States through State assumption of the Clean Water Act section 404 permit program.

Summary: While the EPA has the basic responsibility for administering and enforcing most of the Clean Water Act (CWA), the Corps has lead responsibility for administering the section 404 wetlands permit program. The CWA does not contemplate a single, Federally-led water quality program. Rather, Congress intended the states and EPA to implement the CWA as a Federal-state partnership where the states and EPA act as co-regulators. However, state assumption of the section 404 program has been limited in comparison to States assuming other parts of the Clean Water Act. While 46 States are authorized to implement the NPDES permit program under CWA section 402, only two States, Michigan and New Jersey, have assumed the 404 program to date. Nevertheless, numerous States recently have expressed increased interest in assuming the administration of the 404 program. The Subcommittee received testimony on the perceived benefits of and barriers to states assuming the 404 permitting program.

LEGISLATION

Title: Reducing Regulatory Burdens Act of 2011

Bill Number: H.R. 872 (Passed the House on March 31, 2011)

Summary: The Subcommittee considered legislation to amend the Federal Insecticide, Fungicide and Rodenticide Act and the Federal Water Pollution Control Act (commonly referred to as the Clean Water Act) to clarify the Congressional intent regarding the regulation of pesticides in or near navigable waters and for other purposes. On March 2, 2011, Congressman Bob Gibbs (R–Ohio) introduced the Reducing Regulatory Burdens Act of 2011, designated H.R. 872. The bill was narrowly crafted to eliminate the duplicative regulations over the lawful and proper application of pesticides. It was referred to the Subcommittee on Water Resources and Environment and to the Committee on Agriculture's Subcommittee on Nutrition and Horticulture.

The bill had 137 cosponsors and was ordered reported by the Full Committee on March 16, 2011, with a manager's amendment making technical corrections. On March 31, 2011, the House agreed to suspend the rules and pass the bill as amended by a vote of 292–130. The bill was referred to the Senate Committee on Agriculture, Nutrition, and Forestry.

Title: Clean Water Cooperative Federalism Act of 2011

Bill Number: H.R. 2018 (Passed the House on July 13, 2011)

Summary: The Clean Water Cooperative Federalism Act of 2011 amends the Clean Water Act (CWA) to preserve the authority of each state to make determinations relating to the state's water quality standards, and to restrict Environmental Protection Agency's (EPA) ability to second-guess or delay a State's permitting and water quality certification decisions under the CWA in several important respects including state water quality standards, dredge and fill permits, and requiring a deadline for Agency comment.

The bill was introduced on May 26, 2011, receiving widespread and bipartisan support. It was reported on July 8, 2011. On July 13, 2011, the bill passed the House in a bipartisan vote of 239 to 184.

Title: To preserve existing rights and responsibilities with respect to waters of the United States, and for other purposes.

Bill Number: H.R. 4965 (Ordered reported on June 7, 2012)

Summary: H.R. 4965 prohibits the Secretary of the Army and the Administrator of the Environmental Protection Agency (EPA) from: finalizing, adopting, implementing, administering, or enforcing the proposed guidance described in the notice of availability and request for comments entitled "EPA and Army Corps of Engineers Guidance Regarding Identification of Waters Protected by the Clean Water Act"; or using such guidance, or any substantially similar guidance, as the basis for any decision regarding the scope of the Federal Water Pollution Control Act (commonly known as the Clean Water Act) or any rulemaking. Additionally, it provides that the use of such guidance as the basis for any rule shall be grounds for vacating such rule.

The bill was introduced on April 27, 2012 receiving widespread and bipartisan support. The bill was reported on September 20, 2012.

Title: Farmers Undertake Environmental Land Stewardship Act

Bill Number: H.R. 3158 (Passed the House on August 1, 2012)

Summary: H.R. 3158, Farmers Undertake Environmental Land Stewardship Act (FUELS Act)—Requires the Administrator of the Environmental Protection Agency (EPA), in implementing the Spill Prevention, Control, and Countermeasure rule with respect to any farm, to require certification of compliance with such rule by a professional engineer for a farm with an individual tank with a storage capacity greater than 10,000 gallons, an aggregate storage capacity of at least 42,000 gallons, or a history that includes a spill; or the owner or operator of the farm (via self-certification) for a farm with an aggregate storage capacity greater than 10,000 gallons but less than 42,000 gallons and no history of spills. The bill exempts from all requirements of such rule any farm with an aggregate storage capacity of at least 10,000 gallons and no history of spills.

The bill was introduced on October 12, 2011, receiving widespread and bipartisan support. The bill was reported on August 1, 2012. On August 1, 2012, the House agreed to the motion to suspend the rules and pass H.R. 3158 by voice vote.

Title: Mille Lacs Lake Freedom to Fish Act of 2011

Bill Number: H.R. 5797 (Passed House on August 1, 2012)

Summary: H.R. 5797, the Mille Lacs Lake Freedom to Fish Act of 2012, would exempt the owners and operators of vessels operating on the Lake from compliance with the licensing and vessel inspection requirements of subtitle II of title 46, United States Code. H.R. 5797 would not affect the authority of the Coast Guard to conduct search and rescue and other missions on the lake, or change the state's regulatory program.

On May 17, 2012, Congressman Cravaack (R–Minnesota) introduced H.R. 5797, the Mille Lacs Lake Freedom to Fish Act of 2012. The bill was referred to both the Water Resources and Environment and Coast Guard and Maritime Subcommittees. On July 27, 2012, the Committee on Transportation and Infrastructure met in open session to consider H.R. 5797, and ordered the bill, as amended, reported favorably to the House of Representatives by voice vote with a quorum present. Mr. Cravaack offered a substitute amendment to exempt owners and operators of vessels operating on Mille Lacs Lake from compliance with Federal laws and regulations requiring the licensing of individuals to operate vessels and the inspection of certain vessels to ensure they meet Federal safety standards. The Cravaack substitute amendment passed by voice vote. The bill was reported on July 31, 2012. On August 1, 2012, the House agreed to the motion to suspend the rules and pass H.R. 5797 by voice vote.

Title: Silviculture Regulatory Consistency Act

Bill Number: H.R. 2541 (Reported on September 20, 2012)

Summary: H.R. 2541, the Silviculture Regulatory Consistency Act—Amends the Clean Water Act to prohibit the Administrator of the Environmental Protection Agency (EPA) from requiring a permit under national pollutant discharge elimination system permitting requirements for a discharge resulting from the conduct of any silvicultural activity, such as nursery operations, site preparation, reforestation, thinning, prescribed burning, pest and fire control,

harvesting operations, surface drainage, or road use, construction, and maintenance, from which there is runoff.

On July 14, 2011, Congresswoman Jaime Herrera Beutler (R–Washington) introduced H.R. 2541, the Silviculture Regulatory Consistency Act, a bill to exempt the conduct of silvicultural activities from National Pollutant Discharge Elimination System permitting requirements under the Federal Water Pollution Control Act. On August 1, 2012, the Committee on Transportation and Infrastructure met in open session to consider H.R. 2541, and ordered the bill reported favorably to the House by voice vote with a quorum present. H.R. 2541 was reported on September 20, 2012.

Title: Preserving Rural Resources Act of 2012

Bill Number: H.R. 4278 (Reported on September 20, 2012)

Summary: H.R. 4278, the Preserving Rural Resources Act of 2012—Amends section 404 of the Clean Water Act to make it clear that changing an activity from one exempted use to another does not require a Clean Water Act permit. Exempted activities under current law include normal farming, silviculture, and ranching activities, maintenance of flood control structures, construction or maintenance of farm or stock ponds or irrigation ditches, and temporary roads for farming and mining activities. The bill would allow land use to change among exempted activities without the need for a permit.

On March 28, 2012, Congressman Robert Hurt (R–Virginia) introduced H.R. 4278, the Preserving Rural Resources Act of 2012, a bill to clarify Congressional intent regarding exemptions from permit requirements for dredged or fill material. On August 1, 2012, the Committee on Transportation and Infrastructure met in open session to consider H.R. 4278, and ordered the bill reported favorably to the House by voice vote with a quorum present. H.R. 4278 was reported on September 20, 2012.

Title: Farmer's Privacy Act of 2012

Bill Number: H.R. 5961 (Reported on September 20, 2012)

Summary: H.R. 5961, the Farmer's Privacy Act of 2012 prohibits the Administrator of the Environmental Protection Agency (EPA), in exercising any authority under the Clean Water Act, from conducting aerial surveillance of agricultural land unless the Administrator has obtained the voluntary written consent of the owner or operator of the land to be surveilled, or obtained from the United States District Court for the District of Columbia a certification of reasonable suspicion that a violation of the Act exists in the area to be surveilled.

On June 19, 2012, Congresswoman Shelley Moore Capito (R–West Virginia) introduced H.R. 5961, the Farmer's Privacy Act of 2012, a bill to provide reasonable limits, control, and oversight over EPA's use of aerial surveillance of agricultural land. On August 1, 2012, the Committee on Transportation and Infrastructure met in open session to consider H.R. 5961, and ordered the bill reported favorably to the House by voice vote with a quorum present. H.R. 5961 was reported on September 20, 2012.

OVERSIGHT PLAN

The Committee on Transportation and Infrastructure approved the oversight guiding document, the 112th Oversight Plan, in open session on January 26, 2011. In the report, the Committee determined it will focus its oversight responsibility on improving the overall performance and operation of the agencies and entities within the Committee's jurisdiction by eliminating fraud, wasteful spending, abuse and mismanagement where possible. Specifically, the Committee will focus its oversight authority on determining: (1) how the departments and agencies under its jurisdiction can spend fewer taxpayer dollars while continuing to carry out their statutory mandates; (2) how to decrease the size of departments and agencies that implement the Committee's authorized programs; and (3) how best to utilize government resources to create jobs and economic opportunities for all Americans.

The Full Committee focused on oversight of the American Recovery and Reinvestment Act (ARRA) and effectiveness of the Department of Transportation's (DOT) discretionary grant programs. The Subcommittee on Aviation will focus on funding of the Federal Aviation Administration (FAA), safety programs, security programs, NextGen, the National Transportation Safety Board (NTSB), and the financial condition of the airlines and passenger services. The Subcommittee on Coast Guard and Maritime Transportation will focus on the Coast Guard acquisitions, mission balance, maritime domain awareness, oil spill prevention and response, short sea shipping, piracy, ballast water and incidental discharges, vessel capacity, and the budgets of the agencies within its jurisdiction. Subcommittee on Economic Development, Public Buildings, and Emergency Management will focus on Federal courthouses, the General Services Administration (GSA) broker contracts, real property management, the Federal Buildings Fund (FBF), leasing authorities, Capital Investment and Leasing Program (CILP), Federal Protective Service, the Department of Homeland Security (DHS) headquarters, and other issues within its jurisdiction. The Subcommittee on Highways and Transit will focus its oversight responsibility on streamlining project delivery, program consolidation and elimination, redefining the Federal role in surface transportation, performance and accountability, innovative financing, transportation funding, transit oversight, and safety program accountability. The Subcommittee on Railroads, Pipelines and Hazardous Materials will focus its oversight on the implementation of previous rail legislation, Amtrak, rail safety programs, pipeline safety, hazardous materials safety, and the Surface Transportation Board (STB). Finally, the Subcommittee on Water Resources and Environment will focus its oversight on the Clean Water Act and water infrastructure programs, the Army Corps of Engineers (the Corps) civil works program, the Environmental Protection Agency (EPA) and its program management of the Superfund and Brownfield program, and the Tennessee Valley Authority (TVA).

The full Oversight Plan can be viewed on the Committee's website here: *http://transportation.house.gov/Media/File/112th/112th_Oversight_Plan.pdf*

SUMMARY OF ACTIONS TAKEN AND RECOMMENDATIONS MADE REGARDING OVERSIGHT PLAN

Full Committee

Report Title: Stimulus Status: Two Years and Counting
Date: May 4, 2011
Purpose: To continue oversight of the American Recovery and Reinvestment Act (ARRA), pursuant to Committee-approved Oversight Plan, by examining the audit work performed by the Government Accountability Office (GAO), the Department of Transportation Inspector General (DOT IG), and the Environmental Protection Agency Inspector General (EPA IG) on implementation the ARRA. GAO and the two IGs performed extensive audit work on the implementation of funded programs from the DOT, including the Federal Highways Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), the Federal Railroads Administration (FRA), and the EPA. The audits uncovered significant lapses in oversight by the implementing agencies, mismanagement of grants and funds, and lack of transparency.

Report Title: TSA Ignores More Cost-Effective Screening Model
Date: June 3, 2011
Purpose: The Committee Majority Staff investigated the basis and rationale for the January 28, 2011 decision by John Pistole, Administrator, Transportation Security Administration (TSA), to halt the expansion of the Screening Partnership Program (SPP), the comparative efficiencies of SPP and non-SPP screening, and the various screening models used in the international community.
Summary: Since the creation of the SPP, a total of sixteen airports have chosen to opt-out of the Federal screening model and use private contractors for passenger and baggage screening. On January 28, 2011, TSA Administrator John Pistole announced that he would not expand the SPP and denied pending SPP applications from five airports. The report investigates the basis and rationale for Administrator Pistole's decision, the comparative efficiencies of SPP and non-SPP screening, and the various screening models used in the international community.
See full summary in summary section above.

Report Title: A Decade Later: A Call for TSA Reform
Date: November 16, 2011
Purpose: The Committee Majority Staff investigated the Transportation Security Administration's (TSA) operations ten years after its creation and provided recommendations to improve TSA operational efficiency.
Summary: TSA has a vital and important mission and is critical to the security of the traveling public. This report is an examination and critical analysis of the development, evolution, and current status and performance of TSA ten years after its creation.
See full summary in summary section above.

Report Title: Airport Insecurity: TSA's Failure to Cost-Effectively Procure, Deploy and Warehouse its Screening Technologies
Date: May 9, 2012

Purpose: The Committee Majority Staff investigated Transportation Security Administration's (TSA) management of its procurement, deployment, and storage of screening technologies.

Result: The terrorist attacks of September 11, 2001, led to dramatic reforms in how the Federal government protects the traveling public and the Nation's transportation sector. Securing commercial aviation became a top priority for Congress and resulted in the development and passage of the Aviation and Transportation Security Act of 2001 (ATSA). ATSA created the TSA and directed the agency to secure travelers through improved passenger and baggage screening operations. To successfully carry out its mission, TSA utilizes many layers of security, including screening technology.

This report is a critical examination and analysis of TSA's procurement, deployment, and storage of screening technologies. During the past ten years, TSA has struggled to cost-effectively utilize taxpayer funding to procure and deploy security equipment at the Nation's 463 airports where TSA provides screening operations. The report makes recommendations emphasizing TSA's need to more effectively develop its deployment strategy prior to the procurement of screening technologies. In addition, TSA must look for ways to reduce significant shipping costs for the thousands of pieces of equipment it deploys annually.

See full summary in summary section above.

Report Title: Amtrak commuter Rail Service: The High Cost of Amtrak's Operations

Date: September 11, 2012

Purpose: The Committee Majority Staff investigated the high cost of Amtrak's Commuter Rail Service.

Result: Amtrak is responsible for providing intercity passenger rail transportation and was designed to service long-distance passenger travel needs. However, it has expanded its operations to include state-supported routes—where states cover the cost of Amtrak operations—and commuter rail operations, under contract to a public transit agency. This report examines the process and benefits of competitive contracting for commuter rail operations as well as Amtrak's role and effectiveness in this industry.

See full summary in summary section above.

Report Title: TSA Labor Agreement: Distraction from Core Mission

Date: November 9, 2012

Purpose: The Committee Majority Staff investigated the specific provisions of the labor contract between the American Federation of Government Employees, which represent baggage screeners, and the Transportation Security Administration.

Result: The Administration's decision to grant collective bargaining rights to one of the largest blocks of Federal employees is expected to add millions annually to the cost of TSA operations, and continue to distract the Agency away from its important security mission. A labor agreement focused on cosmetics does not ensure screener job satisfaction or increase the efficiency and effectiveness of airport screening operations; rather it only serves as another diversion from ensuring the security of the traveling public.

See full summary in summary section above.

Title: Hurricane Sandy: Site Visit of Impacted Areas
Date: November 27, 2012
Purpose: To examine the damage from Hurricane Sandy to the impacted communities of Staten Island and Manhattan, and to talk with local leaders about the recovery process.
Summary: Chairman Mica, Congressmen Hultgren (R–Illinois), Nadler (D–New York), Grimm (R–New York), Cohen (D–Tennessee), and Edwards (D–Maryland) met with the Mayor of New York City, Michael Bloomberg, the Deputy Mayor of New York City, Cas Holloway, the Commissioner of the New York City Department of Transportation, Ms. Janette Sadik-Khan, and the President of the New York City Transit division of the Metropolitan Transportation Authority, Mr. Thomas F. Prendergast.

Following the damage caused by Hurricane Sandy, the Committee organized a site visit of the hard hit New York metro area. Members toured impacted transportation infrastructure in Manhattan on Tuesday, November 27, 2012. The tour included a tour of South Ferry Station, the flooded Montague subway tube to Brooklyn which is still closed, and a tour of Whitehall Ferry Terminal.

Chairman Mica and his colleagues received briefings from the Federal Emergency Management Agency, the Metropolitan Transportation Authority, and Deputy Mayor Cas Holloway. The group toured Staten Island including Cedar Grove Beach, Jefferson and Hyland Boulevard, Midland Beach, and Great Kills. In Manhattan, the group toured Whitehall Ferry Terminal, South Ferry Station, and the Montague Subway.

Aviation

The Government Accountability Office (GAO) conducted several reviews related to aviation safety. The GAO issued the following reports to Chairman Petri, Chairman Mica, and other Members of the Subcommittee:

- A report on the unauthorized international travel of children in June 2011.
- A report on airline passenger protections in September 2011.
- An aviation safety report on enhanced oversight and improved availability of risk-based data in October 2011.
- A report on collaboration of air traffic control modernization efforts in the United States and the European Union in November 2011.
- A report on pilot training and Federal Aviation Administration (FAA) oversight in November 2011.
- A follow up report to a January 2010 report on the National Transportation Safety Board's (NTSB) implementation of GAO recommendations issued between 2006–2008 in January, 2012.
- A report on systemic challenges with FAA's management of key programs' costs and timelines associated with NextGen in February 2012.
- A report on aviation safety and additional FAA efforts which could enhance Safety Risk Management in September 2012.
- A report on Unmanned Aircraft Systems (UAS) looking at progress made by the FAA in facilitating integration into the Na-

tional Airspace System and potential privacy concerns associated with UAS's in October 2012.

• A report on general aviation safety, looking at additional FAA efforts to help identify and mitigate safety risks in October 2012.

The GAO also conducted a number of reviews related to aviation security. The GAO issued the following reports to Chairman Mica and other Members:

• A report on Transportation Security Administration's (TSA) enhanced explosive detection requirements for checked baggage in July 2011.

• A report on the TSA's foreign airport assessment program in both classified and public versions in October 2011.

• A report on transportation security information sharing in November, 2011.

• A classified report on TSA's Advanced Imaging Technology in January, 2012.

• A classified report on Terrorists Watchlists in January, 2012.

• A report on the TSA's screening partnership program has been initiated and a follow-up report on the TSA's behavior detection program or SPOT is in the queue.

The Department of Transportation Inspector General (DOT IG) conducted a review of the new collective bargaining agreement (CBA) that the FAA entered into with the National Air Traffic Controllers Association (NATCA). The review was published on June 16, 2011, and addresses the impact the new CBA will have on the FAA and industry at the request of the Subcommittee. The DOT IG conducted an audit of Air Traffic Control (ATC) systems and networks located at two FAA facilities within the continental United States at the request of Chairman Mica. The report summarizes the results of our information technology vulnerability assessment of the FAA operational ATC systems, and was issued April 15, 2011.

The DOT IG issued a report in July 2012 on FAA efforts to realign and consolidate outdated and unneeded air traffic facilities. The FAA operates 561 manned air traffic facilities nationwide, many of which are deteriorating and outdated, especially given the ongoing modernization efforts (NextGen). The IG found that the FAA recently approved an initial plan to consolidate air traffic facilities into large, integrated facilities over the next two decades. However, the FAA has not yet decided where to build the first facility, nor developed metrics to measure the effectiveness of its plans.

The DOT IG also issued a report on the management policies and processes of the Metropolitan Washington Airports Authority (MWAA) in November, 2012. DOT IG's review uncovered serious problems at the MWAA. The Authority was limiting competition using categorical exceptions and sole source contracts and employees were accepting gifts from contractors, including tickets to the Super Bowl, baseball games, golf tournaments, and many other sporting events. Senior MWAA officials were improperly filling vacancies, awarding excessive salaries, providing unjustified hiring bonuses and questionable cash awards as well as giving preferential treatment to friends and relatives of Board members. In response to both an interim IG letter and the final IG report, the

Authority has taken a number of reform actions. DOT IG indicated that he remains concerned because these actions have not been independently reviewed or fully implemented and DOT IG believes further actions are needed to fully address weaknesses. Accordingly, in the final report, the DOT IG made 12 recommendations for the MWAA to promote integrity and accountability in its management and governance.

The DOT IG is also conducting the following reviews and audits:

- FAA's Air Traffic Safety Action Program (ATSAP);
- Aviation safety inspector and operations research analyst staffing;
- FAA's aviation safety information analysis and sharing system;
- The underlying causes of problems with implementing NextGen; and
- FAA's implementation of PBN and NavLean.

The Department of Homeland Security Inspector General (DHS IG) has undertaken an audit of the management of oversight of transportation security at Honolulu International Airport. The report is expected to be complete in 2012. The DHS IG will also be conducting a follow-up audit of the TSA's National Deployment Force (NDF).

Coast Guard and Maritime Transportation

Fourteen of the 22 hearings held by the Subcommittee during the 112th Congress were directly derived from sections of the approved Oversight Plan for the Subcommittee. Section one and section ten of the Subcommittee's Oversight Plan detail the overseeing of the Coast Guard, Federal Maritime Commission, and Maritime Administration's budget. In March of 2011 and March of 2012, the Subcommittee held hearings to examine the Administration's fiscal year 2012 and 2013 budget requests for these agencies and explored ways to implement cost savings by leveraging efficiencies and cutting waste, fraud, and abuse.

Section two of the Oversight Plan is concerned with the Subcommittee's overseeing of the Coast Guard's acquisition program. The Subcommittee held a hearing in April regarding the current status of the Coast Guard's acquisition programs, as well as a review of the policies and procedures the Service uses to determine mission needs requirements. In October, the Subcommittee held a follow-up hearing on the acquisition program and reviewed issues raised in the Government Accountability Office's report entitled "Action Needed as Approved Deepwater Program Remains Unachievable." The Subcommittee called another meeting to examine the status of the Service's acquisitions program on May 16, 2012, where topics discussed at both of the previous hearings were reviewed in addition to several new developments. On September 20, 2012, the Subcommittee held a hearing to examine the challenges the Coast Guard faces maintaining its legacy assets and how those challenges impact the Service's mission performance. Topics from previously held acquisition hearings were also revisited.

Section four of the Oversight plan outlines the Subcommittee's commitment to monitoring the development and implementation of the Coast Guard's Maritime Domain Awareness (MDA) programs

to ensure the best system is fielded in a timely manner and at the best price for the American taxpayers. On July 10, 2012, the Subcommittee held a hearing to review the implementation of programs by the Coast Guard to collect, analyze, and disseminate information used to assess and respond to safety and security threats in the maritime domain. Maritime domain awareness (MDA) is the Federal government's effort to achieve an understanding of anything in the global maritime environment that can affect the security, safety, economy, or environment of the United States. Members of the Subcommittee sought an update on the Coast Guard's implementation of various MDA programs and voiced their concerns on areas in need of improvement.

Section five of the Oversight Plan highlights the Subcommittee's concern with oil spill prevention and response, with specific attention devoted toward the response efforts during the DEEPWATER HORIZON oil spill in the summer of 2010. The Subcommittee, in conjunction with the Subcommittee on Water Resources and Environment, held a joint hearing in February, 2011 regarding improvements that can be made to oil spill prevention and response, while ensuring access to domestic energy resources and protecting vital energy sector jobs. The Subcommittee held a second hearing on this topic in November, where Members reviewed the findings and recommendations within a number of recently published reports on the DEEPWATER HORIZON oil spill. On January 30, 2012, the Subcommittee held a field hearing in Sunny Isles Beach, FL to examine Cuban and Bahamian plans to drill in proximity to the United States Exclusive Economic Zone (EEZ) and review the Coast Guard's level of preparedness to handle oil spills occurring at these sites.

Section six of the Oversight Plan outlines the Subcommittee's intentions to examine the feasibility of short sea shipping along the coasts of the United States. The revitalization of our marine highways represents a cost effective and efficient mode of transportation that has the potential to create new maritime industry jobs for Americans. In June of 2011, the Subcommittee held a hearing entitled "Creating Jobs and Increasing U.S. Exports by Enhancing the Marine Transportation System." Witnesses at the hearing suggested various ways to enhance and expand the American marine transportation system and create American maritime jobs without burdening the American taxpayer. The Jones Act was specifically targeted by both Members and witnesses alike as being a key component in preserving American maritime jobs and the shipbuilding industry of the United States.

Section seven of the Oversight Plan details the Subcommittee's oversight plans regarding piracy and the United States' efforts to ensure the safety of Americans on the high seas. In March, the Subcommittee held a hearing regarding ways to improve the Federal government's efforts to safeguard American lives and property on the high seas against acts of piracy. Specific attention was given to acts of piracy that occur off the Horn of Africa.

Section eight of the Oversight Plan lays out the Subcommittee's plans to work with the Subcommittee on Water Resources and Environment to conduct oversight on the Environmental Protection Agency's (EPA) current efforts to regulate the discharge of ballast

water and other "discharges incidental to the normal operation of vessels" such as bilge water, deck wash and air conditioning condensate. In July, 2011 the Subcommittee held a hearing entitled "Reducing Regulatory Burdens, Ensuring the Flow of Commerce, and Protecting Jobs: A Commonsense Approach to Ballast Water Regulation." The Subcommittee pledged to continue working with various industry actors and relevant agencies to develop a single nationwide standard that ensures efficient movement of maritime commerce, defends seafaring and port jobs, and protects the environment. Ballast water regulation was also a major topic at the Subcommittee's April 26, 2012, regulatory hearing. The Subcommittee reviewed the Coast Guard's published final rule governing the discharge of ballast water and also discussed the EPA's related rule expected to be published in December of this year.

Economic Development, Public Buildings and Emergency Management

The activities of the Subcommittee demonstrated its commitment to the Oversight Plan approved by the Committee on Transportation and Infrastructure. In regards to the jurisdiction of the Subcommittee, the plan included a focus on implementing better management of Federal real estate, streamlining emergency management programs, and supervising the construction and renovation of Federal property under the American Recovery and Reinvestment Act (ARRA).

The Subcommittee is deeply invested in the oversight of Federal real property. In fact, during the 111th Congress, the Republican staff released a report, "Sitting on Our Assets: The Federal Government's Misuse of Taxpayer-Owned Assets," which detailed billions of dollars of wasteful spending on underutilized Federal properties. The Subcommittee is committed to identifying these underutilized Federal buildings and assets in order to shed waste and save taxpayer money. The Subcommittee has developed major pieces of legislation in support of this mission. H.R. 690, the Federal Trade Commission and National Gallery of Art Consolidation, Savings, and Efficiency Act, saves the taxpayers an estimated $300 million in avoided renovation and lease costs of the Federal Trade Commission, and the National Gallery of Art (NGA). The House of Representatives also passed H.R. 1734, the Civilian Property Realignment Act, which was introduced by Congressman Jeff Denham (R–California). The legislation sets up a Base Realignment and Closure Commission (BRAC) like commission for the realignment of civilian Federal property that has the potential to save taxpayers an estimated $15 billion.

The Subcommittee has also held the following hearings to carry out the Committee-approved Oversight Plan:

Title: Sitting on Our Assets: Cutting Spending and Private Redevelopment of Underperforming Buildings

Date: February 10, 2011

Purpose: Received testimony on the costs to the taxpayer of underperforming or vacant assets, models for their redevelopment or reuse, and how spending can be reduced through private redevelopment of underperforming assets. The hearing was conducted

pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: Managing Costs and Mitigating Delays in the Building of Social Security's New National Computer Center
Date: February 11, 2011
Purpose: The Subcommittee held a joint oversight hearing with the Committee on Ways and Means, Subcommittee on Social Security to receive testimony on the site selection and construction of the SSA's new national computer processing and data storage facility to replace the National Computer Center (NCC), currently located in Woodlawn, Maryland. The hearing was conducted pursuant to the Committee's plan of supervision for the construction and renovation of Federal property under ARRA.

Title: Cutting Spending and Consolidating Federal Office Space: GSA's Capital Investment and Leasing Program
Date: March 10, 2011
Purpose: The Subcommittee held a hearing to receive testimony on General Services Administration's (GSA) Capital Investment and Leasing Program (CILP) including alteration, design, modernization, construction, leasing, and building purchase activities. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and the Federal Buildings Fund (FBF).

Title: Improving the Nation's Response to Catastrophic Disasters: How to Minimize Costs and Streamline our Emergency Management Programs
Date: March 30, 2011
Purpose: The Subcommittee held a hearing to receive testimony on how to better respond to disasters in the wake of the catastrophic earthquakes that devastated Japan in early March 2011. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Title: Can a Civilian BRAC Commission Consolidate Federal Office Space and Save Taxpayers Billions?
Date: April 6, 2011
Purpose: The Subcommittee held a hearing to receive testimony on whether a civilian BRAC process can effectively consolidate Federal office space, maximize value to the taxpayer, and save taxpayers billions. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: Richard H. Poff Federal Building Renovation: Is it Costing the Taxpayer Too Much?
Date: April 14, 2011
Purpose: The Subcommittee held a hearing to receive testimony on the renovation and modernization of the Richard H. Poff Federal Building, located in Roanoke, Virginia. The hearing was conducted pursuant to the Committee's plan of supervision for the construction and renovation of Federal property under ARRA.

Title: How to Stop Sitting on Our Assets: A Review of the Civilian Property Realignment Act

Date: May 12, 2011

Purpose: The Subcommittee held a hearing to receive testimony on specific legislative proposals to employ a BRAC-like process to civilian properties to produce significant savings to the taxpayer. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Summary: Congressman Denham (R–California) introduced H.R. 1734, the Civilian Property Realignment Act, on May 4, 2011, as a result of the Subcommittee's oversight activities.

Title: The Securities and Exchange Commission's $500 Million Fleecing of America

Date: June 16, 2011

Purpose: Received testimony on the Securities and Exchange Commission's (SEC) management of its independent authority to lease space and the May 16, 2011, SEC Inspector General (SEC IG) report related to SEC's lease procurement of 900,000 square feet of space under a 10-year lease worth over $500 million. The hearing was conducted pursuant to the Committee's plan for oversight of agencies with independent leasing authority and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: The Securities and Exchange Commission's $500 Million Fleecing of America: Part Two

Date: July 6, 2011

Purpose: The Subcommittee held a second hearing to receive testimony on the SEC's mismanagement of its independent authority to lease space and the May 16, 2011, SEC IG report related to SEC's lease procurement of 900,000 square feet of space under a ten year lease of Constitution Center in Washington, District of Columbia, worth over $500 million. The hearing was conducted pursuant to the Committee's plan for oversight of agencies with independent leasing authority and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: FEMA Reauthorization and Cutting the Red Tape in Recovery

Date: July 14, 2011

Purpose: The Subcommittee held a hearing to examine the issues of communities recovering from a disaster in the context of a Federal Emergency Management Agency (FEMA) reauthorization. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Title: The Economic Development Administration: How to Improve Effectiveness through Reforms and Consolidations

Date: July 27, 2011

Purpose: The Subcommittee held a hearing to receive testimony on the Economic Development Administration (EDA) and how its programs can be improved. The hearing was conducted pursuant to the Committee's Oversight Plan.

Title: Streamlining Emergency Management: Improving Preparedness, Response, and Cutting Costs
Date: October 13, 2011
Purpose: The Subcommittee held a hearing to examine how the emergency management system and programs can be streamlined to reduce costs and improve preparedness and response. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Title: A Review and Analysis of the Proposed $400 Million Los, Angeles, California Federal Courthouse Project
Date: November 4, 2011
Purpose: The Subcommittee held a hearing that focused on the current justification of a third courthouse in Los Angeles, California, including the size, scope, compliance with courtroom sharing guidelines, and cost implications of the entire courthouse complex in Los Angeles.
Summary: Received testimony from the United States courts, the GSA, and the Government Accountability Office (GAO). The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: One Year Later: Still Sitting on Our Assets
Date: February 9, 2012
Purpose: The Subcommittee held a field hearing at the Annex of the Old Post Office Building (OPO) on Pennsylvania Avenue NW in downtown Washington, District of Columbia, to receive testimony on progress made in redeveloping the property as well as the status of other underperforming and vacant Federal properties throughout the country. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: Sitting on Our Assets: The Cotton Annex
Date: March 22, 2012
Purpose: The Subcommittee held a field hearing at the Cotton Annex at 300 12th Street SW in downtown Washington, District of Columbia, to receive testimony on the costs to taxpayers of underperforming or vacant Federal properties, models for their redevelopment or reuse, and how spending can be reduced through private redevelopment of underperforming assets. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: GSA's Squandering of Taxpayer Dollars: A Pattern of Mismanagement, Excess, and Waste
Date: April 17, 2012
Purpose: The Subcommittee held a hearing to receive testimony on GSA's waste of taxpayer dollars on a lavish 2010 Western Regional Conference (WRC), its "Hats Off" employee rewards program, and other waste and abuse of taxpayer dollars. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: Sitting on Our Assets: The Georgetown Heating Plant
Date: June 19, 2012

Purpose: The Subcommittee held a field hearing at the Georgetown Heating Plant at 1051 29th Street NW in Washington, District of Columbia, to receive testimony on the costs to taxpayers of underperforming or vacant assets and ensuring that the process for the planned sale of the Georgetown Heating Plant provides the highest return to the taxpayer. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: Reducing costs to Taxpayers and Saving Lives Through Hazard Mitigation and Building Codes.
Date: July 24, 2012
Bill Number: H.R. 2069 (Safe Building Code Incentive Act)
Purpose: The Subcommittee held a hearing to examine how building codes and mitigation efforts minimize costs associated with disasters and save lives. In particular, the Subcommittee examined the H.R. 2069, the Safe Building Code Incentive Act, introduced by Congressman Diaz-Balart (R–Florida). The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Title: Sitting on Our Assets: The Vacant Federal Courthouse in Miami
Date: August 6, 2012
Purpose: The Subcommittee held a hearing to receive testimony from the United States courts, the Government Accountability Office (GAO) and the General Services Administration (GSA). The hearing focused on the costs to the taxpayer of the underperforming or vacant assets and the overbuilding of Federal courthouses. The hearing was conducted pursuant to the Committee's Oversight Plan and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

Title: California's Sacramento-San Joaquin Delta: Planning and Preparing for Hazards and Disasters
Date: August 16, 2012
Purpose: To receive testimony from the Federal Emergency Management Agency (FEMA), the California Emergency Management Agency (CalEMA), a county emergency manager, and public utilities in order to examine planning and preparedness for disasters in the Sacramento-San Joaquin Delta region. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs.

Title: LA Courthouse: GSA's Plan to Spend $400 Million to Create Vacant Space
Date: August 17, 2012
Purpose: The Subcommittee held a hearing to receive testimony from the General Services Administration (GSA), the Government Accountability Office (GAO), and the United States Courts about the justification and cost implications of building a third courthouse in Los Angeles, California.

Highways and Transit

The Subcommittee on Highways and Transit played an active role in asserting oversight of their jurisdiction, including

partnering with the Government Accountability Office (GAO) and the Department of Transportation Inspector General (DOT IG) to request studies and holding nine oversight hearings.

In November of 2011, the Subcommittee requested that GAO perform a study to investigate the life cycle costs and benefits of incorporating innovative materials in pavements. Keeping America's roads and bridges in good condition requires substantial resources: public entities spent more than $180 billion in 2008 on highways, with about $40 billion coming from the Federal government. Despite these outlays, the Federal Highway Administration (FHWA) estimates that these funding levels are insufficient to maintain or improve the condition of the Nation's highways through 2028. As a result, state highway agencies, the entities that are ultimately responsible for keeping most major highways in good repair, will need to develop strategies for doing so at reduced costs. GAO found that one potential strategy is using more cost-effective materials and practices. This study laid out resources that will help state departments of transportation better understand the viability of these innovative materials and utilize their Federal funding in a more cost-effective manner.

In conjunction with an oversight hearing, the Subcommittee requested that the DOT IG carry out an audit of the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability program (CAS) in October of 2012. The audit will explore the reliability, accuracy, and significance of carriers' CSA scores. The results of the audit are expected by March 31, 2013.

The Subcommittee held hearings to help craft important transportation authorization legislation, which served an additional purpose of providing oversight opportunities, according to the Committee's Oversight Plan, including oversight on streamlining project delivery, program consolidation and elimination, redefining the Federal role in surface transportation, performance and accountability, innovative financing, and highway safety.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Beckley, West Virginia, Field Hearing

Date: February 14, 2011

Purpose: Received testimony on the local transportation challenges facing the State of West Virginia, and the local area surrounding Beckley. The hearing was conducted pursuant to the Committee's plan for oversight of surface transportation program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: Accelerating the Project Delivery Process: Eliminating Bureaucratic Red Tape and Making Every Dollar Count.

Date: February 15, 2011

Purpose: Received testimony related to improving the existing laws and regulations governing project delivery in order to accelerate the delivery process for surface transportation projects. The hearing was conducted pursuant to the Subcommittee's plan for oversight of surface transportation program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Columbus, Ohio, Field Hearing.
Date: February 19, 2011
Purpose: Received testimony on the local transportation challenges facing Ohio, and the local area surrounding Columbus. The hearing was conducted pursuant to the Committee's plan for oversight of surface transportation program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: Improving and Reforming Our Nation's Surface Transportation Programs to Support Job Creation and the Economy
Date: February 23, 2011
Committee: Transportation and Infrastructure; Joint Hearing with the U.S. Senate Committee on Environment and Public Works
Purpose: Received testimony in a joint hearing in Los Angeles, California, on the local transportation challenges facing Southern California. The hearing was conducted pursuant to the Committee's plan for oversight of surface transportation program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Oklahoma City, Oklahoma, Field Hearing
Date: February 24, 2011
Purpose: Receive testimony on the local transportation challenges facing Oklahoma, and the local area surrounding Oklahoma City. The hearing was conducted pursuant to the Committee's plan for oversight of surface transportation program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Central Florida Field Hearing
Date: March 14, 2011
Purpose: Received testimony on the local transportation challenges facing Florida, and the greater Orlando area. The hearing was conducted pursuant to the Committee's plan for oversight of surface transportation program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: Improving and Reforming the Nation's Surface Transportation Programs.
Date: March 29, 2011 and March 30, 2011
Purpose: Received stakeholder testimony related to the reauthorization of the Federal surface transportation programs. The hearing was conducted pursuant to the Subcommittee's plan for oversight of surface transportation program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: Policy Proposals from Members of Congress to Reform the Nation's Surface Transportation Programs.
Date: April 5, 2011
Purpose: Received testimony from Members of Congress on their policy proposals for the reauthorization of the Federal surface transportation programs. The hearing was conducted pursuant to the Subcommittee's plan for oversight of surface transportation

program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: How Best to Improve Bus Safety on Our Nation's Highways
Date: June 13, 2011
Purpose: Received testimony related to improving the existing laws and regulations governing bus safety. The hearing was part of the Committee's effort to reauthorize Federal surface transportation programs under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), which expired on September 30, 2009, but was extended through September 30, 2011.

Title: National Infrastructure Bank: More Bureaucracy and More Red Tape
Date: October 12, 2011
Purpose: Received testimony related to the Administration's national infrastructure bank proposal that is part of the American Jobs Act of 2011 (H.R. 12). The hearing was conducted pursuant to the Subcommittee's plan for oversight of surface transportation program management and Clause 2(d)(1) of House Rule X on elimination of duplicative programs.

Title: Evaluating the Effectiveness of DOT's Truck and Bus Safety Program
Date: September 13, 2012
Purpose: Received testimony from the Federal Motor Carrier Safety Administration, the trucking and bus industry, enforcement officials, and a safety advocate on the Administration's Compliance, Safety, Accountability program (CSA).

Railroads, Pipelines and Hazardous Materials

Pursuant to the Committee-approved Oversight Plan for the 112th Congress, the Subcommittee held hearings addressing important issues such as railroad infrastructure, Amtrak, and rail and hazardous materials safety.

With respect to railroad infrastructure, the Subcommittee held an oversight hearing on improving the Railroad Rehabilitation and Improvement Financing (RRIF) direct and guaranteed loan program and an oversight hearing on passenger rail capital programs authorized under the Passenger Rail Investment and Improvement Act (PRIIA). The Subcommittee also held or had jurisdiction over four hearings on Amtrak, specifically on improving passenger rail service on the Northeast Corridor (NEC) and authorizing it for private competition, and on improving intercity passenger rail throughout the country by fully implementing PRIIA requirements and allowing private competition for passenger rail service. There was also one hearing on railroad safety, providing oversight on the implementation of the Rail Safety Improvement Act of 2008. The Subcommittee also held an oversight hearing on the implementation of the Federal Railroad Administration's (FRA) high-speed and intercity passenger rail program. Lastly, the Subcommittee held two hearings discussing the safe transportation of hazardous mate-

rials and possible ways to reduce regulatory burdens on the hazardous materials and railroad transportation industries.

Chairman John Mica, along with the Majority Whip Kevin McCarthy, Chairman Darrell Issa (Oversight and Government Reform Committee), and Subcommittee Chairman Bill Shuster, also submitted a request to the Government Accountability Office (GAO) on December 19, 2011, to conduct a study on the viability of the California High Speed Rail project. As the cost of high speed rail in California skyrockets, serious concerns regarding about the viability of the project have been raised, including questions on project construction and operating cost estimates, as well as potential ridership and anticipated economic impacts of the project. The California High Speed Rail project is the largest single rail grant ever made by the Department of Transportation, and the Committee takes very seriously its oversight responsibility over these Federal funds.

Later in 2012, the Committee held a three-part series in oversight hearings concerning Amtrak. The hearings addressed: Amtrak's food and beverage service, competitiveness on commuter lines, and an overview of Amtrak's 41-year history of receiving a taxpayer subsidy. The hearings focused specifically on examining why Amtrak was losing money and its competitive edge in the railroad industry.

Specifically, in accordance with the Committee's Oversight Plan, the Subcommittee held or had jurisdiction over the following hearings:

Title: Developing True High-Speed Rail in the Northeast Corridor—Stop Sitting on our Federal Assets

Date: January 27, 2011

Purpose: Received testimony regarding the potential and development of high-speed rail in the Northeast Corridor, highlighting the importance of economic development, opportunities and incentives for private sector investment, and the need for competition and public-private partnerships.

Title: Sitting on our Assets: Rehabilitating and Improving our Nation's Rail Infrastructure

Date: February 17, 2011

Purpose: Received testimony on the Railroad Rehabilitation and Improvement Financing (RRIF) program, highlighting its importance in helping railroads, States and other public authorities to finance the development of railroad infrastructure, which in turn creates new jobs and drives economic benefits.

Title: Finding Ways to Encourage and Increase Private Sector Participation in Passenger Rail Service

Date: March 11, 2011

Purpose: Received testimony on intercity passenger rail in the United States and how to make it more effective and less expensive, specifically through private competition and to examine the FRA and Amtrak's implementation of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Title: Federal Regulatory Overreach in the Railroad Industry: Implementing the Rail Safety Improvement Act

Date: March 17, 2011
Purpose: Received testimony on implementation of the Rail Safety Improvement Act of 2008 (RSIA), focusing on the FRA's rule implementing requirements for freight and passenger railroads to install positive train control systems by December 31, 2015.

Title: Railroad and Hazardous Materials Transportation Programs: Reforms and Improvements to Reduce Regulatory Burdens
Date: April 7, 2011
Purpose: Received testimony from stakeholders in the rail and hazardous materials safety areas regarding legislative priorities for changes or reforms to current law authorizations and administrative regulatory policies at the FRA and the Pipeline and Hazardous Materials Safety Administration (PHMSA) and to focus on the areas of intercity passenger rail, high-speed rail, rail safety, and rail financing along with hazardous materials transportation safety.

Title: Reducing Regulatory Burdens and Ensuring Safe Transportation of Hazardous Materials
Date: April 12, 2011
Purpose: Received testimony on the reauthorization of the hazardous materials safety programs of the PHMSA, which expired in 2008, focusing on how to reduce the regulatory burdens, and how to transport hazardous materials safely and efficiently.

Title: Opening the Northeast Corridor to Private Competition for Development of High-Speed Rail
Date: May 26, 2011
Purpose: Received testimony regarding the development of high-speed rail in the NEC through private competition using a public-private partnership.

Title: Legislative Hearing on the Committee Print, "Competition for Intercity Passenger Rail in America"
Date: June 22, 2011
Purpose: Received testimony on managing Amtrak's Northeast Corridor business unit as a public-private partnership, as envisioned in the draft legislation, Competition for Intercity Passenger Rail in America at the request of Ranking Member Nick J. Rahall (D–West Virginia) and Subcommittee Ranking Member Corrine Brown (D–Florida).

Title: Silvertip Pipeline Oil Spill in Yellowstone County, Montana
Date: July 14, 2011
Purpose: Received testimony related to the July 1, 2011 release of crude oil from the Silvertip Pipeline in Yellowstone County, Montana.

Title: The Federal Railroad Administration's High-Speed and Intercity Passenger Program: Mistakes and Lessons Learned
Date: December 6, 2011
Purpose: Received testimony on the Federal Railroad Administration's High-Speed and Intercity Passenger Rail (HSIPR) Program which was launched in 2009, but not funded by Congress in fiscal year 2011 and 2012.

Title: California's High-Speed Rail Plan: Skyrocketing Costs and Project Concerns
Date: December 15, 2011
Purpose: Received testimony related to the constant increasing cost of building a high-speed rail system in California. While the project was originally estimated to be $43 billion in 2008, the total cost estimate has more than doubled to $98.5 billion and the project completion date has been extended 13 years.

Title: A Review of Amtrak Operations, Part I: Mismanagement of Food and Beverage Services
Date: August 8, 2012
Purpose: The Committee met to receive testimony on Amtrak's food and beverage operation, specifically investigating its monetary losses.

Title: A Review of Amtrak Operations, Part II: The High Cost of Amtrak's Monopoly Mentality in Commuter Rail Competitions
Date: September 11, 2012
Purpose: The Committee met to receive testimony on Amtrak's involvement in commuter rail operations, specifically regarding procurements.

Title: A Review of Amtrak Operations, Part III: Examining 41 Years of Taxpayer Subsidies
Date: September 20, 2012
Purpose: The Committee met to receive testimony on Amtrak's monetary losses associated with its operations; the hearing will also explore and compare Amtrak's level of Federal subsidy with the subsidies provided to other modes of passenger transportation and examine management deficiencies identified by the Amtrak Office of Inspector General.

Title: Getting Back on Track: A Review of Amtrak's Structural Reorganization
Date: November 28, 2012
Purpose: The Committee met to receive testimony on the ongoing reorganization of the National Railroad Passenger Corporation (Amtrak), the Committee heard testimony on what prompted the reorganization, the purpose of the reorganization, and what goals are to be achieved.

Title: An Update on the High Speed and Intercity Passenger Rail Program: Mistakes Made and Lessons Learned
Date: December 6, 2012
Purpose: The Committee received testimony regarding the Federal Railroad Administration's High-Speed and Intercity Passenger Rail (HSIPR) Program. In December, 2011, the Committee held a series of hearings on the HSIPR Program and this hearing will follow up on those meetings, providing an opportunity to receive an update on the HSIPR program, examine what projects are being developed and built with the Federal funding invested thus far, and discuss means of improving the program now that a majority of the funds have been obligated.

Title: Northeast Corridor Future: Options for High-Speed Rail Development and Opportunities for Private Sector Participation
Date: December 13, 2012

Purpose: The Committee received testimony regarding plans to develop improved and expanded intercity passenger rail on the Northeast Corridor (District of Columbia to Boston, Massachusetts), including options to 220-mph service to the corridor. This final full committee hearing in the 112th Congress follows up on the first hearing held by the Transportation and Infrastructure Committee in this Congress, on January 27, 2011, "Developing True High-Speed Rail in the Northeast Corridor: Stop Sitting on Our Federal Assets."

Water Resources and Environment

The activities of the Subcommittee Water Resources and Environment demonstrated its commitment to the Oversight Plan approved by the Committee on Transportation and Infrastructure. In regards to the jurisdiction of the Subcommittee, the plan included a focus on implementing better oversight of the Environmental Protection Agency (EPA) Clean Water Act program, including the development of regulations for ballast water discharges, effluent limitations guidelines and issues with local compliance. Pursuant to the Oversight Plan, the Subcommittee considered ways of streamlining the civil works activities of the Army Corps of Engineers (the Corps), specifically the permitting, scheduling, and allocation of projects, as well as operation and maintenance of both inland and coastal navigation channels. Additionally, the Subcommittee held an oversight hearing regarding Corps actions during the Missouri River Flood of 2011. The Subcommittee remains committed to reining in job killing regulatory overreach.

The Subcommittee has also held the following hearings to carry out the Committee-approved Oversight Plan:

Title: Hearing to Consider Reducing the Regulatory Burden Posed by the Case National Cotton Council v. EPA (6th Circuit 2009) and to Review Related Draft Legislation

Date: February 16, 2011

Purpose: Joint meeting of the Subcommittee on Water Resources and Environment and the Committee on Agriculture, Subcommittee on Nutrition and Horticulture to review court decisions and regulatory actions taken by the EPA regarding the use of pesticides in or near navigable waters. Hearing led to introduction and House-passage of H.R. 872, the Reducing Regulatory Burdens Act of 2011.

Title: Review of the FY 2012 Budget and Priorities of the Environmental Protection Agency: Impacts on Jobs, Liberty, and the Economy

Date: March 2, 2011

Purpose: To hear justification of the Agency's proposed fiscal year 2012 budget, including extra-regulatory activities such as the promulgation of guidance, the use of numerical nutrient standards throughout the country and other expansions of the Agency's regulations.

Title: Review of the FY 2012 Budget and Priorities of the Army Corps of Engineers, Tennessee Valley Authority, and the Natural

Resources Conservation Service: Finding Ways To Do More With Less

Date: March 8, 2011

Purpose: Received testimony from respective agencies regarding their proposed budget to the Subcommittee.

Title: EPA Mining Policies: Assault on Appalachian Jobs—Parts I and II

Dates: May 5, 2011 and May 11, 2011

Purpose: Received testimony from state regulators, the mining industry, impacted organizations, economists, and Nancy Stoner, Assistant Administrator at the Office of Water at the EPA regarding the EPA's policies and actions toward Appalachian Mining. The hearing was conducted pursuant to the Committee's plan for oversight of Clean Water Act, specifically the permitting process and water quality standards. HR 2018, the Clean Water Cooperative Federalism Act of 2011, was introduced as a result of this hearing.

Title: Running Roughshod Over States and Stakeholders: EPA's Nutrients Policies

Date: June 24, 2011

Purpose: Received testimony pursuant to the Committee-approved Oversight Plan to provide oversight of the EPA's nutrients policies and quest for States to adopt numerical nutrient water quality standards under the Clean Water Act.

Title: Legislative Hearing on H.R. 104, the Realize America's Maritime Promise (RAMP) Act

Date: July 8, 2011

Purpose: Legislative hearing to review the competitiveness of the Nation's ports and review legislation to ensure Federal navigation channels are at their authorized widths and depths.

Title: Reducing Regulatory Burdens, Ensuring the Flow of Commerce, and Protecting Jobs: A Commonsense Approach to Ballast Water Regulation.

Date: July 13, 2011

Purpose: Joint meeting of the Subcommittees on Water Resources and Environment and the Coast Guard and Maritime Transportation on the feasibility of regulating ballast water discharges and explore opportunities to improve these regulations to ensure the free flow of commerce, promote job growth, and ensure environmental protection.

Title: The Economic Importance and Financial Challenges of Recapitalizing the Nation's Inland Waterways Transportation System

Date: September 21, 2011

Purpose: Received testimony from the Corps, former chair of the Inland Waterways User Board, economists, special interest representatives, and impacted industry representatives regarding the Inland Waterways system, funding challenges and Administration mismanagement of the Inland Waterways Users Board

Title: The Economic Importance of Seaports: Is the United States Prepared for 21st-Century Trade Realities?

Date: October 26, 2011

Purpose: Received testimony from Federal witnesses, shipping interests, unions, and ports to review the competitiveness of the Na-

tion's ports, the economic benefits of maritime trade, and future trends.

Title: Hydraulic Fracturing of Shale Beds: Ensuring Regulatory Approaches that Will Help Protect Jobs and Domestic Energy Production

Date: Wednesday, November 16, 2011

Purpose: Received testimony from Federal and state regulators and industry representatives on regulatory approaches to the hydraulic fracturing of shale beds. This hearing provided oversight to forthcoming EPA issued national effluent guidelines specifically created for the hydraulic fracturing of shale gas.

Title: Missouri River Flood: An Assessment of River Management in 2011 and Operational Plans for the Future

Date: November 30, 2011

Purpose: Received testimony from Members of Congress representing Missouri River Valley districts, local officials, and residents impacted by the catastrophic Missouri River flood of 2011. This hearing provided oversight of Corps activities related to Missouri River management.

Title: Integrated Planning and Permitting: An Opportunity for EPA to Provide Communities with Flexibility to Make Smart Investments in Water Quality—Parts I and II

Date: December 14, 2011 and July 25, 2012

Purpose: Received testimony from city mayors, the commissioner of a city's department of environmental protection, a municipal wastewater utility director, a state water quality program director, an environmental activist advocate, and the EPA on the Agency's proposed integrated planning and permitting regulatory prioritization effort under the Clean Water Act.

Title: Review of Innovative Financing Approaches for Community Water Infrastructure Projects—Parts I & II

Dates: February 28 and March 21, 2012

Purpose: Received testimony from city mayors, municipal and private water utility directors, experts in municipal and private capital project finance, associations of water quality professionals and contractors, and a State infrastructure financing authority on potential innovative financing tools, including public or private funding and investment mechanisms, to better enable local communities to finance wastewater and drinking water facilities mandated by State and Federal environmental laws and regulations.

Title: A Review of the President's Fiscal Year 2013 Budget Request for the Army Corps of Engineers

Date: March 27, 2012

Purpose: Received testimony from the Corps on their proposed budget and program priorities for fiscal year 2013 and provided Members with an opportunity to review the fiscal year 2013 budget requests, as well as Administration priorities for consideration in the Subcommittee's legislative and oversight agenda for the Second Session of the 112th Congress.

Title: A Review of the President's Fiscal Year 2013 Budget Request for the Environmental Protection Agency

Date: March 28, 2012

Purpose: Received testimony from the EPA on their proposed budget and program priorities for fiscal year 2013, and provided Members with an opportunity to review the agencies' fiscal year 2013 budget requests, as well as Administration priorities for consideration in the Subcommittee's legislative and oversight agenda for the Second Session of the 112th Congress.

Title: How Reliability of the Inland Waterway System Impacts Economic Competitiveness
Date: April 18, 2012
Purpose: Received testimony from the Corps and industry as to the challenges maintaining the Nation's antiquated inland waterway transportation system and its impacts on the Nation's competitiveness and job creation.

Title: Forty Years after the Clean Water Act: Is it Time for the States to Implement Section 404 Permitting?
Date: September 20, 2012
Purpose: Received testimony from representatives of the EPA, the Corps, and state water quality agencies on the potential opportunities for enhancing Cooperative Federalism with the states through state assumption of the Clean Water Act section 404 permit program.

SUMMARY OF ANY ADDITIONAL OVERSIGHT ACTIVITIES UNDERTAKEN BY COMMITTEE OR RECOMMENDATIONS OR ACTIONS

HEARINGS

Title: Biometric IDs for Pilots and Transportation Workers: Diary of Failures
Date: April 14, 2011
Summary: See summary section above

Title: How Best to Improve Bus Safety on Our Nation's Highways
Date: June 13, 2011
Summary: See summary section above

Title: TSA Oversight Part III: Effective Security or Security Theater?
Date: March 26, 2012
Summary: See summary section above

Title: TSA Oversight Part IV: Is TSA Effectively Procuring, Deploying, and Storing Aviation Security Equipment and Technology?
Date: May 9, 2012
Summary: See summary section above

SUMMARY OF OVERSIGHT HEARINGS PURSUANT TO CLAUSES 2(n), (o), AND (p) OF RULE XI OF THE RULES OF THE HOUSE OF REPRESENTATIVES

In the 112th Congress, Rule XI of the Rules of the House of Representatives requires each standing Committee, or a Subcommittee thereof, to hold at least one hearing during each 120-day period following the establishment of the Committee on the topic of waste, fraud, abuse, or mismanagement in government programs as documented by any report from an Inspector General or the Comp-

troller General. Further, the Committee shall hold at least one hearing on disclaimers of agency financial statements from auditors and one hearing on issues raised by reports issued by the Comptroller General indicating that Federal programs under the Committee's jurisdiction are at high risk for waste, fraud, and mismanagement, known as the "high-risk list." The Committee complied with the requirements of Rule XI by conducting the following hearings:

Full Committee

Title: Stimulus Status: Two Years and Counting
Date: May 4, 2011
Purpose: The Full Committee met on May 4, 2011, pursuant to House Rule XI, clause 2(n), to examine the audit work performed by the General Accountability Office (GAO), the Department of Transportation Inspector General (DOT IG), and the Environmental Protection Agency Inspector General (EPA IG) on implementation the American Recovery and Reinvestment Act (ARRA). GAO and the two IGs performed extensive audit work on the implementation of funded programs from the DOT, including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and the Federal Railroad Administration (FRA), and the Environmental Protection Agency (EPA). The audits uncovered significant lapses in oversight by the implementing agencies, mismanagement of grants and funds, and lack of transparency.
See full summary in summary section above.

Aviation

Title: Comprehensive Review of FAA's NextGen Program: Costs, Benefits, Progress, and Management
Date: October 5, 2011
Purpose: Pursuant to House Rule XI, clause 2(n), this hearing examined the audit work performed by the Government Accountability Office (GAO) and the Department of Transportation Inspector General (DOT IG) on implementation of the Federal Aviation Administration's (FAA) Next Gen Program. While the benefits from the NextGen project were not disputed, the problems in executing such a large program were highlighted, including poor management by the FAA.
See full summary in summary section above.

Title: Review of Aviation Safety in the United States
Date: April 25, 2012
Purpose: Pursuant to House Rule XI, clause 2(n), this hearing examined the audit work performed by the GAO and DOT IG on aviation system safety issues, including the recent rise in operational errors and runway incursions, and potential causes and remedies of them.
See full summary in summary section above.

Title: A Review of FAA's efforts to reduce costs and ensure safety and efficiency through Realignment and Facility Consolidation
Date: May 31, 2012

Purpose: An oversight hearing on the FAA's facility consolidation and realignment plans and efforts.

See full summary in summary section above.

Title: A Review of the FAA's Contract Tower Program

Date: July 18, 2012

Purpose: An oversight hearing to review the Federal Aviation Administration's (FAA) Contract Tower Program and receive testimony on the Department of Transportation Inspector General's audit of the FAA's Contract Tower Program.

See full summary in summary section above.

Title: A Review of and Update on the Management of FAA's NextGen Program

Date: September 12, 2012

Purpose: To discuss the management and status of FAA's NextGen program.

See full summary in summary section above.

Title: Metropolitan Washington Airports Authority (MWAA): A Review of the Department of Transportation Inspector General's (DOT IG) Findings and Recommendations

Date: November 16, 2012

Purpose: To discuss the DOT IG's November 1, 2012 report on the policies, practices, and programs of the MWAA.

See full summary in summary section above.

Coast Guard and Maritime Transportation

Title: Improving and Streamlining the Coast Guard's Acquisition Program

Date: April 13, 2011

Purpose: Received testimony, pursuant to House Rule XI, clause 2(n), as a result of a report issued by the General Accountability Office (GAO) on the Coast Guard's acquisition process. In the report, the GAO made several recommendations to reduce bureaucratic inefficiencies within the Coast Guard's acquisition directorate to reduce cost overruns and delays.

See full summary in summary section above.

Title: What Will It Cost? Protecting the Taxpayer from an Unachievable Coast Guard Acquisition Program

Date: October 4, 2011

Purpose: Subcommittee met to examine Coast Guard Acquisitions programs. This hearing was a follow up to the April 13, 2011, Subcommittee hearing on the same. This hearing reviewed issues raised in the July 2011 GAO report entitled "Action Needed as Approved Deepwater Program Remains Unachievable."

See full summary in summary section above.

Title: Creating American Jobs and Assuring the Safety and Security of America's Waterways: A Review of the Coast Guard's 5-year Capital Improvement Plan

Date: May 16, 2012

Purpose: The Subcommittee met to review the status of the Coast Guard's current acquisition program and examine the program's sustainability. This was the third hearing the Subcommittee has

held this Congress to review the Service's acquisition program. The last hearing was held on October 4, 2011.

See full summary in summary section above.

Title: The Challenges That Maintaining Legacy Assets Poses to United States Coast Guard Mission Performance

Date: September 20, 2012

Purpose: The Subcommittee held a hearing to examine the challenges the Coast Guard faces maintaining its legacy assets and how those challenges impact the Coast Guard's mission performance. This hearing reviewed issues raised in the GAO's report entitled "Legacy Vessels' Declining Conditions Reinforce Need for More Realistic Operational Targets" (July 2012).

See full summary in summary section above.

Economic Development, Public Buildings and Emergency Management

Title: Sitting on Our Assets: Cutting Spending and Private Redevelopment of Underperforming Buildings

Date: February 10, 2011

Purpose: Received testimony on the costs to the taxpayer of underperforming or vacant assets, models for their redevelopment or reuse, and how spending can be reduced through private redevelopment of underperforming assets. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p) on a management area designated by the Government Accountability Office (GAO) as a high-risk management issue.

See full summary in summary section above.

Title: Managing Costs and Mitigating Delays in the Building of Social Security's New National Computer Center

Date: February 11, 2011

Purpose: A joint oversight hearing between the Subcommittee on Economic Development, Public Buildings, and Emergency Management and the Committee on Ways and Means, Subcommittee on Social Security to receive testimony on the site selection and construction of the Social Security Administration's (SSA) new national computer processing and data storage facility to replace the National Computer Center (NCC), currently located in Woodlawn, Maryland. The hearing was conducted pursuant to the Committee's plan of supervision for the construction and renovation of Federal property under the American Recovery and Reinvestment Act of 2009 (ARRA) and Clause 2(n) of House Rule XI and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: Improving the Nation's Response to Catastrophic Disasters: How to Minimize Costs and Streamline our Emergency Management Programs

Date: March 30, 2011

Purpose: The Subcommittee held a hearing to receive testimony on how to better respond to disasters in the wake of the cata-

strophic earthquakes that devastated Japan in early March 2011. The hearing was conducted pursuant to the Committee's Oversight Plan for streamlining emergency management programs and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs.

See full summary in summary section above

Title: Can a Civilian BRAC Commission Consolidate Federal Office Space and Save Taxpayers Billions?

Date: April 6, 2011

Purpose: Received testimony on whether a civilian Base Closure and Realignment Commission (BRAC) process can effectively consolidate Federal office space, maximize value to the taxpayer, and save taxpayers billions. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above

Title: Richard H. Poff Federal Building Renovation: Is it Costing the Taxpayer Too Much?

Date: April 14, 2011

Purpose: Receive testimony on the renovation and modernization of the Richard H. Poff Federal Building, located in Roanoke, Virginia. The hearing was conducted pursuant to the Committee's plan of supervision for the construction and renovation of Federal property under the American Recovery and Reinvestment Act of 2009 (Public Law 111–5) and Clause 2(n) of House Rule XI and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above

Title: How to Stop Sitting on Our Assets: A Review of the Civilian Property Realignment Act

Date: May 12, 2011

Purpose: Received testimony on specific legislative proposals to employ a Base Realignment and Closure Commission (BRAC) like process to civilian properties to produce significant savings to the taxpayer. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: The Securities and Exchange Commission's $500 Million Fleecing of America

Date: June 16, 2011

Purpose: Received testimony on the Security and Exchange Commission's (SEC) management of its independent authority to lease space and the May 16, 2011 Security and Exchange Commission Inspector General (SEC IG) report related to SEC's lease procurement of 900,000 square feet of space under a ten year lease worth over $500 million. The hearing was conducted pursuant to the Committee's plan for oversight of agencies with independent leasing authority and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p)

on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: The Securities and Exchange Commission's $500 Million Fleecing of America: Part Two

Date: July 6, 2011

Purpose: The Subcommittee held a second hearing to receive testimony on the SEC mismanagement of its independent authority to lease space and the May 16, 2011, SEC IG report related to SEC's lease procurement of 900,000 square feet of space under a ten year lease of Constitution Center in Washington, District of Columbia, worth over $500 million. The hearing was conducted pursuant to the Committee's plan for oversight of agencies with independent leasing authority, Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs, and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: A Review and Analysis of the Proposed $400 Million Los Angeles, California Federal Courthouse Project

Date: November 4, 2011

Purpose: The Subcommittee held a hearing that focused on the current justification of a third courthouse in Los Angeles, California, including the size, scope, compliance with courtroom sharing guidelines, and cost implications of the entire courthouse complex in Los Angeles.

Summary: Received testimony from the United States courts, the GSA, and the GAO. The hearing was conducted pursuant to Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: One Year Later: Still Sitting on Our Assets

Date: February 9, 2012

Purpose: The Subcommittee held a field hearing at the Annex of the Old Post Office Building (OPO) on Pennsylvania Avenue NW in downtown Washington, District of Columbia, to receive testimony on progress made in redeveloping the property as well as the status of other underperforming and vacant Federal properties throughout the country. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: Sitting on Our Assets: The Cotton Annex

Date: March 22, 2012

Purpose: The Subcommittee held a field hearing at the Cotton Annex at 300 12th Street SW in downtown Washington, District of Columbia, to receive testimony on the costs to taxpayers of underperforming or vacant Federal properties, models for their redevel-

opment or reuse, and how spending can be reduced through private redevelopment of underperforming assets. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: GSA's Squandering of Taxpayer Dollars: A Pattern of Mismanagement, Excess, and Waste

Date: April 17, 2012

Purpose: The Subcommittee held a hearing to receive testimony on GSA's waste of taxpayer dollars on a lavish 2010 Western Regional Conference (WRC), its "Hats Off" employee rewards program, and other waste and abuse of taxpayer dollars. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: Sitting on Our Assets: The Georgetown Heating Plant

Date: June 19, 2012

Purpose: The Subcommittee held a field hearing at the Georgetown Heating Plant at 1051 29th Street, NW in Washington, District of Columbia, to receive testimony on the costs to taxpayers of underperforming or vacant assets and ensuring that the process for the planned sale of the Georgetown Heating Plant provides the highest return to the taxpayer. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: Sitting on Our Assets: The Vacant Federal Courthouse in Miami

Date: August 6, 2012

Purpose: To receive testimony from the United States courts, the Government Accountability Office (GAO) and the General Services Administration (GSA). The hearing focused on the costs to the taxpayer of the underperforming or vacant assets and the overbuilding of Federal courthouses. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Title: LA Courthouse: GSA's Plan to Spend $400 Million to Create Vacant Space

Date: August 17, 2012

Purpose: To receive testimony from the General Services Administration (GSA), the Government Accountability Office (GAO), and the United States Courts about the justification and cost implications of building a third courthouse in Los Angeles, California. The hearing was conducted pursuant to the Committee's plan for oversight of real property management and Clause 2(n) of House Rule XI on waste, fraud, abuse or mismanagement of government programs and Clause 2(p) on a management area designated by the GAO as a high-risk management issue.

See full summary in summary section above.

Highways and Transit

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Beckley, West Virginia Field Hearing

Date: February 14, 2011

Purpose: Received testimony on the local transportation challenges facing the State of West Virginia, and the local area surrounding Beckley. This hearing addressed issues related to "Funding the Nation's Surface Transportation System," a topic contained on GAO's 2011 High Risk Series.

See full summary in summary section above.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Columbus, Ohio Field Hearing

Date: February 19, 2011

Purpose: Received testimony on the local transportation challenges facing the State of Ohio, and the local area surrounding Columbus. This hearing addressed issues related to "Funding the Nation's Surface Transportation System," a topic contained on General Accountability Office's (GAO) 2011 High Risk Series.

See full summary in summary section above.

Title: Improving and Reforming Our Nation's Surface Transportation Programs to Support Job Creation and the Economy

Date: February 23, 2011

Committee: Transportation and Infrastructure; Joint Hearing with the Senate Committee on Environment and Public Works

Purpose: Received testimony in a joint hearing in Los Angeles, California, with the Senate on the local transportation challenges facing Southern California and the State of California. This bi-cameral field hearing was part of the Committee's effort to gather ideas and policy proposals to prepare for the reauthorization of the Federal surface transportation programs under Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), which expired on September 30, 2009, but was extended through September 30, 2011. This hearing addressed issues related to "Funding the Nation's Surface Transportation System," a topic contained on GAO's 2011 High Risk Series.

See full summary in summary section above.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Oklahoma City, Oklahoma Field Hearing

Date: February 24, 2011

Purpose: Received testimony on the local transportation challenges facing the State of Oklahoma, and the local area sur-

rounding Oklahoma City. This hearing addressed issues related to "Funding the Nation's Surface Transportation System," a topic contained on GAO's 2011 High Risk Series.

See full summary in summary section above.

Title: Improving and Reforming Our Nation's Surface Transportation Programs: Central Florida Field Hearing

Date: March 14, 2011

Purpose: Receive testimony on the local transportation challenges facing the State of Florida, and the greater Orlando area. This hearing addressed issues related to "Funding the Nation's Surface Transportation System," a topic contained on GAO's 2011 High Risk Series.

See full summary in summary section above.

Title: Improving and Reforming the Nation's Surface Transportation Programs

Date: March 29, 2011 and March 30, 2011

Purpose: Received stakeholder testimony related to the reauthorization of the Federal surface transportation programs. This hearing addressed issues related to "Funding the Nation's Surface Transportation System," a topic contained on GAO's 2011 High Risk Series.

See full summary in summary section above.

Title: Policy Proposals from Members of Congress to Reform the Nation's Surface Transportation Programs

Date: April 5, 2011

Purpose: Received testimony from Members of Congress on their policy proposals for the reauthorization of the Federal surface transportation programs. This hearing addressed issues related to "Funding the Nation's Surface Transportation System," a topic contained on GAO's 2011 High Risk Series.

See full summary in summary section above.

Title: How Best to Improve Bus Safety on Our Nation's Highways

Date: June 13, 2011

Purpose: Received testimony related to improving the existing laws and regulations governing bus safety. The hearing was part of the Committee's effort to reauthorize Federal surface transportation programs under Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), which expired on September 30, 2009, but was extended through September 30, 2011.

See full summary in summary section above.

Title: National Infrastructure Bank: More Bureaucracy and More Red Tape

Date: October 12, 2011

Purpose: Received testimony related to the Administration's national infrastructure bank proposal that is part of the American Jobs Act of 2011 (H.R. 12). This hearing addressed issues related to "Funding the Nation's Surface Transportation System," a topic contained on GAO's 2011 High Risk Series.

See full summary in summary section above.

Title: Evaluating the Effectiveness of DOT's Truck and Bus Safety Program
Date: September 13, 2012
Purpose: Received testimony from the Federal Motor Carrier Safety Administration, the trucking and bus industry, enforcement officials, and a safety advocate on the Administration's Compliance, Safety, Accountability program (CSA).
See full summary in summary section above.

OVERSIGHT OR LEGISLATIVE ACTIVITY CONDUCTED AS PART OF OR AS A RESULT OF THE INVENTORY AND REVIEW OF EXISTING, PENDING, AND PROPOSED REGULATIONS AND ORDERS

Full Committee

Title: A Review of the Delays and Problems Associated with TSA's Transportation Worker Identification Credential
Date: June 28, 2012
Summary: See summary section above.

Title: Metropolitan Washington Airports Authority (MWAA): A Review of the Department of Transportation Inspector General's (DOT IG) Findings and Recommendations
Date: November 16, 2012
Summary: Review of the DOT IG's November 1, 2012 report on the policies, practices, and programs of the MWAA.

Aviation

Title: GPS Reliability: A Review of Aviation Industry Performance, Safety Issues, and Avoiding Potential New and Costly Government Burdens
Date: June 23, 2011
Summary: See summary section above.

Title: Comprehensive Review of FAA's NextGen Program: Costs, Benefits, Progress, and Management
Date: October 5, 2011
Summary: An oversight hearing on the Next Generation Air Traffic Control System (NextGen) by the Subcommittee on Aviation to receive testimony on benefits, costs, and the progress of NextGen implementation.

Title: Roundtable—Terminal Area Safety
Date: November 17, 2011
Summary: The Subcommittee met in an informal setting to discuss the rise in terminal area air traffic control safety incidents in which aircraft pass too close to one another.

Title: A Review of Issues Associated with Protecting and Improving our Nation's Aviation Satellite-based Global Positioning System Infrastructure
Date: February 8, 2012
Summary: An oversight hearing on the importance of the Global Positioning System (GPS) as a critical part of transportation infrastructure and how to protect it to ensure the transportation safety and efficiencies provided by GPS technologies and innovations.

Title: FAA Modernization and Reform Act of 2012
Public Law: P.L. 112–95
Bill Number: H.R. 658
Date: February 14, 2012
Summary: See summary section above.

Title: Roundtable—European Union's Emissions Trading Scheme
Date: March 28, 2012
Summary: The Subcommittee met in an open, but informal setting to discuss the European Union's (EU) Emissions Trading Scheme (ETS) and its impact on the American aviation industry, international law, and global trade.

Title: Roundtable—NextGen Coalition Building
Date: April 18, 2012
Summary: The Subcommittee met in an informal setting to discuss air traffic control modernization (NextGen) benefits and coalition building.

Title: A Review of Aviation Safety in the United States
Date: April 25, 2012
Summary: An oversight hearing on the Federal Aviation Administration's safety oversight of the aviation system, as well as ways to improve our very safe system.

Title: Roundtable—FAA's Airport District Office Reorganization Plans
Date: April 27, 2012
Summary: The Subcommittee, in conjunction with Congressman Howard Coble (R–North Carolina) and the North Carolina Congressional Delegation, met in an informal setting to discuss the FAA's Airport District Office reorganization plans.

Title: A Review of FAA's efforts to reduce costs and ensure safety and efficiency through Realignment and Facility Consolidation
Date: May 31, 2012
Summary: An oversight hearing on the Federal Aviation Administration's facility consolidation and realignment plans and efforts.

Title: Roundtable—A Review of Airline Ancillary Fees
Date: June 27, 2012
Summary: A Roundtable to discuss airline ancillary fees and their impact on the travelling public.

Title: A Review of the FAA's Contract Tower Program
Date: July 18, 2012
Summary: Review of the Federal Aviation Administration's (FAA) Contract Tower Program and the Department of Transportation Inspector General's audit of the FAA's Contract Tower Program.

Title: A Review of and Update on the Management of FAA's NextGen Program
Date: September 12, 2012
Summary: Review of the ongoing management and status of the FAA's NextGen program.

Coast Guard

Title: Creating U.S. Maritime Industry Jobs by Reducing Regulatory Burdens
Date: May 24, 2011
Summary: See summary section above.

Title: Creating Jobs and Increasing U.S. Exports by Enhancing the Marine Transportation System
Date: June 14, 2011
Summary: See summary section above.

Title: Reducing Regulatory Burdens, Ensuring the Flow of Commerce, and Protecting Jobs: A Commonsense Approach to Ballast Water Regulation
Date: July 13, 2011
Summary: See summary section above.

Title: Assuring the Safety of Domestic Energy Production: Lessons Learned from the DEEPWATER HORIZON Oil Spill
Date: November 2, 2011
Summary: See summary section above.

Title: Recent Regulation of the Maritime Industry: Ensuring U.S. Job Growth While Improving Environmental and Worker Safety
Date: April 26, 2012
Summary: See summary section above.

Title: Tenth Anniversary of the Maritime Transportation Security Act: Are We Safer?
Date: September 11, 2012
Summary: See summary section above.

Economic Development, Public Buildings and Emergency Management

Title: Improving the Nation's Response to Catastrophic Disasters: How to Minimize Costs and Streamline our Emergency Management Programs
Date: March 30, 2011
Summary: See summary section above.

Title: FEMA Reauthorization and Cutting the Red Tape in Recovery
Date: July 14, 2011
Summary: See summary section above.

Title: Streamlining Emergency Management: Improving Preparedness, Response, and Cutting Costs
Date: October 13, 2011
Summary: See summary section above.

Highways and Transit

Title: The American Energy and Infrastructure Jobs Act
Bill Number: H.R. 7
Date: Reported to the House on February 13, 2012
Summary: See summary section above.

Title: Surface Transportation Extension Act of 2012, Part II

Bill Number: H.R. 4348
Date: Passed House on April 18, 2012
Summary: See summary section above.

Title: Evaluating the Effectiveness of DOT's Truck and Bus Safety Program
Date: September 13, 2012
Purpose: See summary section above.

Railroads, Pipelines and Hazardous Materials

Title: Federal Regulatory Overreach in the Railroad Industry: Implementing the Rail Safety Improvement Act
Date: March 17, 2011
Summary: See summary section above.

Title: Reducing Regulatory Burdens and Ensuring Safe Transportation of Hazardous Materials
Date: April 12, 2011
Summary: See summary section above.

Water Resources and the Environment

Title: Reducing Regulatory Burdens Act of 2011
Bill Number: H.R. 872
Summary: See summary section above.

Title: EPA Mining Policies: Assault on Appalachian Jobs Parts I and II
Dates: May 5, 2011 and May 11, 2011
Summary: See summary section above.

Title: Clean Water Cooperative Federalism Act of 2011
Bill Number: H.R. 2018
Summary: See summary section above.

Title: Integrated Planning and Permitting: An Opportunity for EPA to Provide Communities with Flexibility to Make Smart Investments in Water Quality, Parts I and II
Date: December 14, 2011 and July 25, 2012
Summary: See summary section above.

Title: Forty years After the Clean Water Act: Is it Time for the States to Implement Section 404 Permitting?
Date: September 20, 2012
Summary: See summary section above.

PUBLICATIONS

112-1 "Developing True High Speed Rail in the Northeast Corridor – Stop Sitting on our Federal Assets."
Full Committee field hearing (New York City, New York).
January 27, 2011

112-2 "Federal Aviation Administration Reauthorization: FAA Administrator."
Subcommittee on Aviation
February 8, 2011

112-2 "Federal Aviation Administration Reauthorization: Stakeholders."
Subcommittee on Aviation
February 9, 2011

112-40 "Sitting on Our Assets: Cutting Spending and Private Redevelopment of Underperforming."
Field hearing (Old Post Office Building Annex, Washington, D.C.) Subcommittee on Economic Development, Public Buildings, and Emergency Management.
February 10, 2011

112-10 "To Consider Reducing the Regulatory Burden Posed by the Case National Cotton Council v. EPA (6th Cir. 2009) and to Review Related Draft Legislation."
Joint hearing with the Subcommittee on Water Resources and Environment and the Committee on Agriculture, Subcommittee on Nutrition and Horticulture.
February 16, 2011

112-4 "Improving Oil Spill Prevention and Response, Restoring Jobs, and Ensuring our Energy Security: Recommendations from the National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling."
Joint hearing with the Subcommittee on Coast Guard and Maritime Transportation and Water Resources and Environment.
February 11, 2011

112-41 "Managing Costs and Mitigating Delays in the Building of Social Security's New National Computer Center."
Joint hearing with Subcommittee on Economic Development, Public Buildings, and Emergency Management and the Committee on Ways and Means, Subcommittee on Social Security.
February 11, 2011

112-5 "Improving and Reforming Our Nation's Surface Transportation Programs: Beckley, West Virginia Field Hearing."
Full Committee field hearing (Beckley, West Virginia)
February 14, 2011

112-6 "Accelerating the Project Delivery Process: Eliminating Bureaucratic Red Tape and Making Every Dollar Count."
Subcommittee on Highways and Transit.
February 15, 2011

112-7 "Sitting on our Assets: Rehabilitating and Improving our Nation's Rail Infrastructure."
Subcommittees on Railroads, Pipelines, and Hazardous Materials.
February 17, 2011

112-8 "Improving and Reforming our Nation's Surface Transportation Programs: Columbus, Ohio Field Hearing."
Full Committee field hearing (Columbus, Ohio)
February 19, 201

112-9 "Improving and Reforming our Nation's Surface Transportation Programs to Support Job Creation and the Economy."
Joint field hearing (Los Angeles, California) with the Full Committee and the Senate Committee on Environment and Public Works.
February 23, 2011

112-9 "Improving and Reforming our Nation's Surface Transportation Programs: Oklahoma City, Field Hearing
Full Committee field hearing (Oklahoma City, Oklahoma).
February 24, 2011

112-3 "America's Presidential Libraries: Their Mission and Their Future."
Joint hearing with the Full Committee and the Committee on Oversight and Government Reform.
February 28, 2011

112-11 "A Review of the Administration's Fiscal Year 2012 Budget Requests for the U.S. Coast Guard, Federal Maritime Commission, and Federal

Printed Hearings

Maritime Administration; Finding Ways To Do More with Less."
Subcommittee on Coast Guard and Maritime Transportation.
March 1, 2011

112-12 "Review of the FY 2012 Budget and Priorities of the Environmental Protection Agency: Impacts on Jobs, Liberty, and the Economy."
Subcommittee on Water Resources and Environment.
March 2, 2011

112-13 "Review of the FY 2012 Budget and Priorities of the Army Corps of Engineers, Tennessee Valley Authority, and the Natural Resources Conservation Service: Finding Ways To Do More With Less."
Subcommittee on Water Resources and Environment.
March 8, 2011

112-14 "Cutting Spending and Consolidating Federal Office Space: GSA's Capital Investment and Leasing Program."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
March 10, 2011

112- 15 "Finding Ways to Encourage and Increase Private Sector Participation in Passenger Rail Service."
Subcommittee on Railroads, Pipelines, and Hazardous Materials.
March 11, 2011

112-16 "Improving and Reforming our Nation's Surface Transportation Programs: Central Florida Field Hearing."
Full Committee field hearing (Maitland, Florida).
March 14, 2011

112-17 "Assuring the Freedom of Americans on the High Seas: The United States' Response to Piracy."
Subcommittee on Coast Guard and Maritime Transportation.
March 15, 2011

112-18 "Federal Regulatory Overreach in the Railroad Industry: Implementing the Rail Safety Improvement Act."
Subcommittee on Railroads, Pipelines, and Hazardous Materials.
March 17, 2011

112-19 "Improving and Reforming the Nation's Surface Transportation Programs."
Subcommittee on Highways and Transit.
March 29, 2011

112-19 "Improving and Reforming the Nation's Surface Transportation Programs."
Subcommittee on Highways and Transit
March 30, 2011

112-20 "Improving the Nation's Response to Catastrophic Disasters: How to Minimize Costs and Streamline our Emergency Management Programs."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
March 30, 2011

112-21 "Policy Proposals from Members of Congress to Reform the Nation's Surface Transportation Programs."
Subcommittee on Highways and Transit.
April 5, 2011

112-22 "Can a Civilian BRAC Commission Consolidate Federal Office Space and Save Taxpayers Billions?"
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
April 6, 2011

112-23 "Railroad and Hazardous Materials Transportation Programs: Reforms and Improvements to Reduce Regulatory Burdens."
Subcommittee on Railroads, Pipelines, and Hazardous Materials.
April 7, 2011

112-24 "Reducing Regulatory Burdens and Ensuring Safe Transportation of Hazardous Materials."
Subcommittee on Railroads, Pipelines, and Hazardous Materials.
April 12, 2011

112-25 "Improving and Streamlining the Coast Guard's Acquisition Program."
Subcommittee on Coast Guard and Maritime Transportation.
April 13, 2011

111-26 "Biometric IDs for Pilots and Transportation Workers: Diary of Failures."
Full Committee.
April 14, 2011

112-27 "Richard H. Poff Federal Building Renovation: Is it Costing the Taxpayer Too Much?"
Subcommittee on Economic Development, Public Buildings, and Emergency Management.

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April 14, 2011

112-28 "Stimulus Status: Two Years and Counting."
Full Committee.
May 4, 2011

112- 29 "EPA Mining Policies: Assault on Appalachian Jobs – Part I."
Subcommittee on Water Resources and Environment.
May 5, 2011

112-30 "EPA Mining Policies: Assault on Appalachian Jobs – Part II."
Subcommittee on Water Resources and Environment.
May 11, 2011

112-31 "How to Stop Sitting on Our Assets: A Review of the Civilian Property Realignment Act."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
May 12, 2011

112-32 "Creating U.S. Maritime Industry Jobs by Reducing Regulator Burdens."
Subcommittee on Coast Guard and Maritime Transportation.
May 24, 2011

112- 33 "Opening the Northeast Corridor to Private Competition for the Development of High-Speed Rail."
Full Committee.
May 26, 2011

112-34 Summary of Oversight and Legislative Activities (House Report 112-124)

112-35 "How Best to Improve Bus Safety on Our Nation's Highways."
Full Committee.
June 13, 2011

112-36 "Creating Jobs and Increasing U.S. Exports by Enhancing the Marine Transportation System."
Subcommittee on Coast Guard and Maritime Transportation.
June 14, 2011

112-37 "The Securities and Exchange Commission's $500 Million Fleecing of America."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
June 16, 2011

112-38 "GPS Reliability: A Review of Aviation Industry Performance, Safety Issues, and Avoiding Potential New and Costly Government Burdens."
Joint Subcommittee on Aviation and Coast Guard and Maritime Transportation.
June 23, 2011

112-39 "Running Roughshod Over States and Stakeholders: EPA's Nutrients Policies."
Subcommittee on Water Resources and Environment.
June 24, 2011

112-42 "Legislative Hearing on the Committee Print titled Competition for Intercity Passenger Rail in America.
Full Committee.
June 22, 2011

112-43 "The Securities and Exchange Commission's $500 Million Fleecing of America: Part Two."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
July 6, 2011

112-44 "Legislative hearing on H.R. 104, the Realize America's Maritime Promise (RAMP) Act."
Subcommittee on Water Resources and Environment.
July 8, 2011

112-45 "Reducing Regulatory Burdens, Ensuring the Flow of Commerce, and Protecting Jobs: A Commonsense Approach to Ballast Water Regulation."
Joint hearing with the Subcommittee on Coast Guard and Maritime Transportation and Water Resources and Environment.
July 13, 2011.

112-46 "FEMA Reauthorization and Cutting the Red Tape in Recovery."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
July 14, 2011

112-47 "Silvertip Pipeline Oil Spill in Yellowstone County, Montana."
Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Printed Hearings

July 14, 2011

112-48 "How to Improve Operations and Implement Efficiencies for the United States Coast Guard."
Subcommittee on Coast Guard and Maritime Transportation.
July 26, 2011

112-49 "The European Union's Emissions Trading Scheme: A Violation of International Law."
Subcommittee on Aviation.
July 27, 2011

112-50 "The Economic Development Administration: How to Improve Effectiveness through Reforms and Consolidations."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
July 27, 2011

112-51 "The Economic Importance and Financial Challenges of Recapitalizing the Nation's Inland Waterways Transportation System."
Subcommittee on Water Resources and Environment.
September 21, 2011

112-52 "Review and Status of the Multibillion-Dollar Department of Homeland Security Relocation Project in Washington, D.C. and its Impacts on the U.S. Coast Guard."
Subcommittee on Coast Guard and Maritime Transportation.
September 23, 2011

112-53 "What Will It Cost? Protecting the Taxpayer from an Unachievable Coast Guard Acquisition Program."
Subcommittee on Coast Guard and Maritime Transportation.
October 4, 2011

112-54 "A Comprehensive Review of FAA's NextGen Program: Costs, Benefits, Progress, and Management."
Subcommittee on Aviation.
October 5, 2011

112-55 "National Infrastructure Bank: More Bureaucracy and More Red Tape."
Subcommittee on Highways and Transit.
October 12, 2011

112-56 "Streamlining Emergency Management: Improving Preparedness, Response, and Cutting Costs."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
October 13, 2011

112-57 "The Economic Importance of Seaports: Is the United States Prepared for 21st-Century Trade Realities?"
Subcommittee on Water Resources and Environment.
October 26, 2011

112-58 "Assuring the Safety of Domestic Energy Production: Lessons Learned from the Deepwater Horizon Oil Spill."
Subcommittee on Coast Guard and Maritime Transportation.
November 2, 2011

112-59 "A Review and Analysis of the Proposed $400 Million Los Angeles, California, Federal Courthouse Project."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
November 4, 2011

112-60 "NextGen: Leveraging Public, Private and Academic Resources."
Full Committee field hearing (Daytona Beach, Florida).
November 7, 2011

112-61 "Hydraulic Fracturing of Shale Beds: Ensuring Regulatory Approaches that Will Help Protect Jobs and Domestic Energy Production."
Subcommittee on Water Resources and Environment.
November 16, 2011

112-62 "The Missouri River Flood: An Assessment of River Management in 2011 and Operational Plans for the Future."
Subcommittee on Water Resources and Environment.
November 30, 2011

112-63 "Protecting U.S. Sovereignty: Coast Guard Operations in the Arctic."
Subcommittee on Coast Guard and Maritime Transportation.
December 1, 2011

112-64 Summary of Legislative and Oversight Activities

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(House Report 112-64)

112-65 "The Federal Railroad Administration's High-Speed and Intercity Passenger Rail Program: Mistakes and Lessons Learned."
Full Committee.
December 6, 2011

112-66 "Restoring Jobs, Coastal Viability and Economic Resilience in the Gulf of Mexico: H.R. 3096, the Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2011."
Full Committee.
December 7, 2011

112-67 "The Effectiveness of Our Nation's Public Alert System."
Subcommittee on Economic Development, Public Buildings, and Emergency Management.
December 13, 2011

112-68 "Integrated Planning and Permitting: An Opportunity for EPA to Provide Communities with Flexibility to Make Smart Investments in Water Quality."
Subcommittee on Water Resources and Environment.
December 14, 2011

112-69 "California's High-Speed Rail Plan: Skyrocketing Costs and Project Concerns."
Subcommittee on Water Resources and Environment.
December 15, 2011

112-70 "Offshore Drilling in Cuba and the Bahamas: The U.S. Coast Guard's Oil Spill Readiness and Response Planning."
Subcommittee on Coast Guard and Maritime Transportation
January 30, 2012

112-71 "A Review of Issues Associated with Protecting and Improving our Nation's Aviation Satellite-based Global Positioning System Infrastructure."
Subcommittee on Aviation
February 8, 2012

112-72 "One Year Later: Still Sitting on Our Assets."
Subcommittee on Economic Development, Public Buildings, and Emergency Management
February 9, 2012

112-73 "Review of Innovative Financing Approaches for Community Water Infrastructure Projects – Part I."
Subcommittee on Water Resources and Environment
February 28, 2012

112-74 "A Review of Cruise Ship Safety and Lessons Learned from the COSTA CONCORDIA Accident."
Subcommittee on Coast Guard and Maritime Transportation
February 29, 2012

112-75 "Protecting Maritime Jobs and Enhancing Marine Safety in the Post-Budget Control Act Fiscal Environment: A Review of the Administration's Fiscal Year 2013 Coast Guard and Maritime Transportation Budget Request."
Subcommittee on Coast Guard and Maritime Transportation
March 7, 2012

112-76 "Review of Innovative Financing Approaches for Community Water Infrastructure Projects – Part II."
Subcommittee on Water Resources and Environment
March 21, 2012

112-77 "Sitting on Our Assets: The Cotton Annex."
Subcommittee on Economic Development, Public Buildings, and Emergency Management
March 22, 2012

112-78 "TSA Oversight Part III: Effective Security or Security Theater?"
Joint Full Committee hearing with the Committee on Oversight and Government Reform
March 26, 2012

112-79 "A Review of the President's Fiscal Year 2013 Budget Request for the Army Corps of Engineers."
Subcommittee on Water Resources and Environment
March 27, 2012

112-80 "A Review of the President's Fiscal Year 2013 Budget Request for the Environmental Protection Agency."
Subcommittee on Water Resources and Environment
March 28, 2012

Printed Hearings

112-81 "GSA's Squandering of Taxpayer Dollars: A Pattern of Mismanagement, Excess, and Waste."
Subcommittee on Economic Development, Public Buildings, and Emergency Management
April 17, 2012

112-82 "How Reliability of the Inland Waterway System Impacts Economic Competitiveness."
Subcommittee on Water Resources and Environment
April 18, 2012

112-83 "A Review of Aviation Safety in the United States."

Subcommittee on Aviation

April 25, 2012

112-84 "Regulation of the Maritime Industry: Ensuring U.S. Job Growth While Improving Environmental and Worker Safety."
Subcommittee on Coast Guard and Maritime Transportation
April 26, 2012

112-85 "TSA Oversight Part IV: Is TSA Effectively Procuring, Deploying, and Storing Aviation Security Equipment and Technology?"
Joint Full Committee hearing with the Committee on Oversight and Government Reform
May 9, 2012

112-86 "Creating American Jobs and Assuring the Safety and Security of America's Waterways: A Review of the Coast Guard's 5-year Capital Improvement Plan."
Subcommittee on Coast Guard and Maritime Transportation
May 16, 2012

112-87 Summary of Legislative and Oversight Activities (House Report 112-)

112-88 "A Review of FAA's Efforts to Reduce Costs and Ensure Safety and Efficiency Through Realignment and Facility Consolidation."
Subcommittee on Aviation
May 31, 2012

112-89 "Sitting on Our Assets: The Georgetown Heating Plant."
Subcommittee on Economic Development, Public Buildings, and Emergency Management
June 19, 2012

112-90 "A Review of Vessels Used To Carry Strategic Petroleum Reserve Drawdowns."
Subcommittee on Coast Guard and Maritime Transportation
June 27, 2012

112-91 "A Review of the Delays and Problems Associated with TSA's Transportation Worker Identification Credential."
Full Committee
June 28, 2012

112-92 "A Review of Federal Maritime Domain Awareness Programs."
Subcommittee on Coast Guard and Maritime Transportation
July 10, 2012

112-93 "A Review of the FAA's Contract Tower Program."
Subcommittee on Aviation
July 18, 2012

112-94 "A Review of Building Codes and Mitigation Efforts to Help Minimize the Costs Associated with Natural Disasters."
Subcommittee on Economic Development, Public Buildings, and Emergency Management
July 24, 2012

112-95 "Integrated Planning and Permitting, Part 2: An Opportunity for EPA to Provide Communities with Flexibility to Make Smart Investments in Water Quality."
Subcommittee on Water Resources and Environment
July 25, 2012

112-96 "GSA: A Review of Agency Mismanagement and Wasteful Spending -- Part 2."
Full Committee
August 1, 2012

112-97 "A Review of Amtrak Operations, Part I: Mismanagement of Food and Beverage Services."
Full Committee
August 2, 2012

112-98 "Sitting on Our Assets: The Vacant Federal Courthouse in Miami."

Printed Hearings

Subcommittee on Economic Development, Public Buildings, and Emergency Management
August 6, 2012

112-99 "California's Sacramento-San Joaquin Delta: Planning and Preparing for Hazards and Disasters."
Subcommittee on Economic Development, Public Buildings, and Emergency Management
August 16, 2012

112-100 "LA Courthouse: GSA's Plan to Spend $400 Million to Create Vacant Space."
Subcommittee on Economic Development, Public Buildings, and Emergency Management
August 17, 2012

112-101 "Tenth Anniversary of the Maritime Transportation Security Act: Are We Safer?"
September 11, 2012

112-102 "A Review of Amtrak Operations, Part II: The High Cost of Amtrak's Monopoly Mentality in Commuter Rail Competitions."
Full Committee
September 11, 2012

112-103 "A Review of and Update on the Management of FAA's NextGen Program."
Subcommittee on Aviation
September 12, 2012

112-104 "Evaluating the Effectiveness of DOT's Truck and Bus Safety Program."
Subcommittee on Highways and Transit
September 13, 2012

112-105 "The Challenges that Maintaining Legacy Assets Poses to United States Coast Guard Mission Performance."
Subcommittee on Coast Guard and Maritime Transportation
September 20, 2012

1120-106 "Forty Years after the Clean Water Act: Is it Time for the States to Implement Section 404 Permitting?"
Subcommittee on Water Resources and Environment
September 20, 2012

112-107 "A Review of Amtrak Operations, Part III: Examining 41 Years of Taxpayer Subsidies."
Full Committee
September 20, 2012

112-108 "Economic Impact and Future Management of Ontario International Airport."
Subcommittee on Aviation
September 27, 2012

112-109 "Metropolitan Washington Airports Authority (MWAA): A Review of the Department of Transportation Inspector General's Findings and Recommendations."
Full Committee
November 16, 2012

112-110 "Getting Back on Track: A Review of Amtrak's Structural Reorganization."
Full Committee
November 28, 2012

112-111 "How Best to Improve our Nation's Airport Passenger Security System Through Commonsense Solutions."
Subcommittee on Aviation
November 29, 2012

112-113 Summary of Legislative and Oversight Activities (House Report 112-)

112-112 "A Review of the Preparedness, Response To and Recovery From Hurricane Sandy."
Full Committee
December 4, 2012

112-114 "An Update on the High-Speed and Intercity Passenger Rail Program: Mistakes Made and Lessons Learned."
Full Committee
December 6, 2012

112-115 "Northeast Corridor Future: Options for High-Speed Rail Development and Opportunities for Private Sector Participation."
Full Committee
December 13, 2012

MINORITY VIEWS

In the wake of the worst recession since the Great Depression and with more than one million construction workers out of work, Committee Democrats had hoped to work closely with our Republican colleagues in this Congress on a bipartisan agenda of increasing infrastructure investment to create family-wage construction jobs and lay the foundation for future economic growth. Regrettably, the House of Representatives slashed infrastructure investment at every turn, jeopardizing the Nation's economic recovery. However, we were heartened that the Senate did not agree to these reckless cuts in infrastructure investment and the Committee's enacted legislation often reflected a fair compromise that we could support.

Although we agree with our Republican colleagues on the importance of the legislative and oversight activities of the Committee on Transportation and Infrastructure, we cannot agree with the way in which some issues are presented in this report. The report mischaracterizes some issues and includes some misstatements of fact.

We are hopeful that the 113th Congress will present an opportunity for the Committee on Transportation and Infrastructure to rekindle its storied bipartisan tradition and refocus on efforts to develop a bipartisan agenda with one overriding goal: putting Americans back to work.

NICK J. RAHALL, II.

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